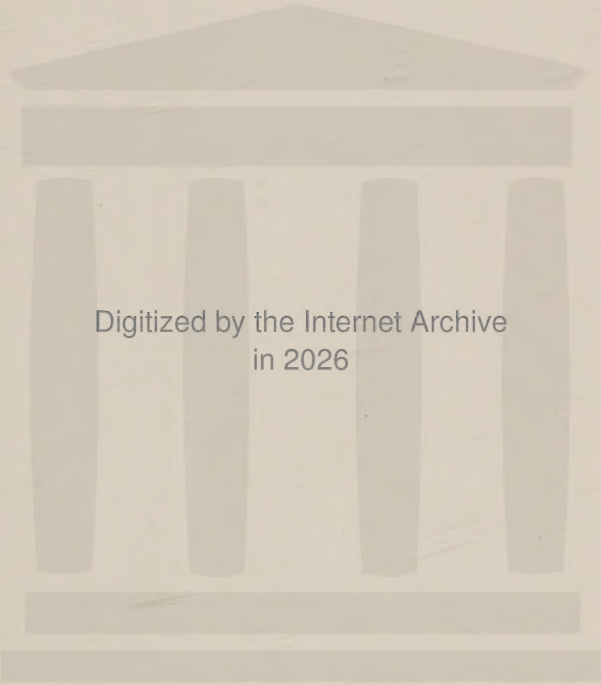




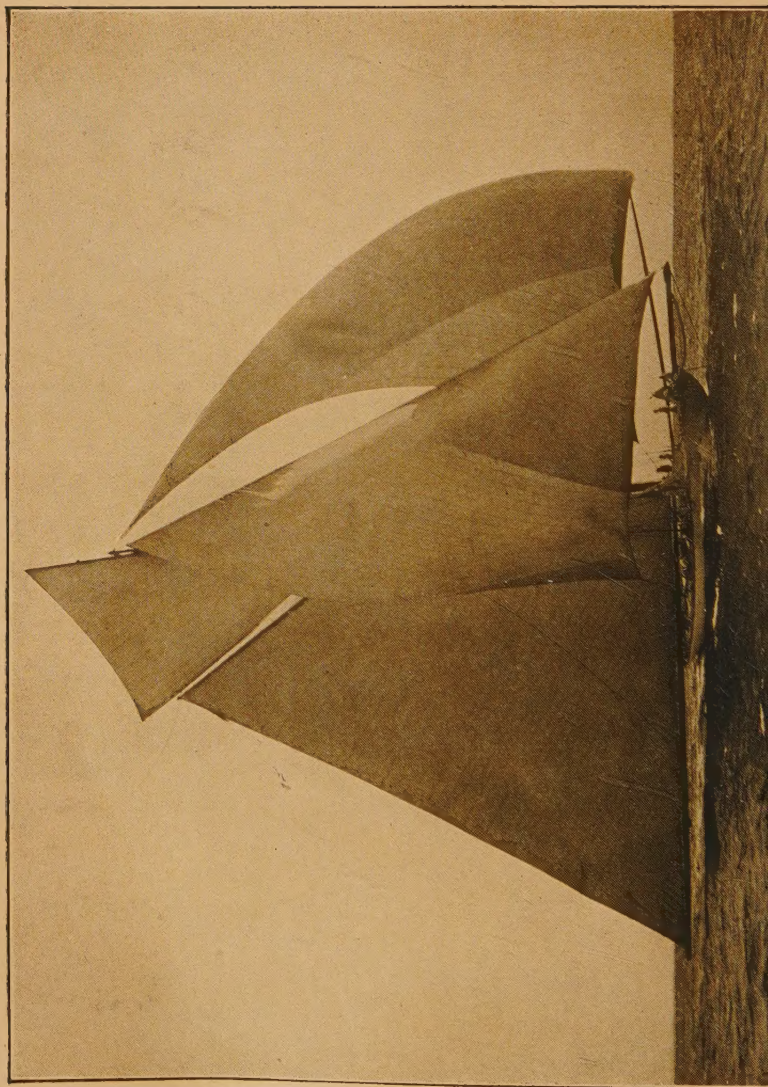
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THE *AMERICA'S* CUP RACES



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THE "AMERICA'S" CUP RACES

By

HERBERT L. STONE

Editor of *Yachting*

65958

Illustrated with Photographs



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MCMXIV

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We are also indebted to the H. E. Boucher Manufacturing Company for the photographs of the models of the *America* and the *Countess of Dufferin*; and to the New York State Pilots' Association for the use of the picture of one of the early pilot boats.

BRAND
20 Jun '62

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THE *AMERICA'S* CUP RACES

CHAPTER I

EARLY HISTORY OF AMERICAN YACHTING —
EVENTS THAT LED UP TO THE SENDING OF A
YACHT TO RACE IN ENGLISH WATERS — THE
BUILDING OF AMERICA.

MOOORED alongside of a pier in Fort Point Channel, in the heart of Boston's business center, with the paint flaking from her shapely sides, stained by streaks of rust from fastenings and ironwork and with her deck covered by a winter house of rough boards, unnoticed and apparently forgotten by the hurrying throng that passes her in the daily journey to and from business, lies a vessel that is at the bottom of practically all American yachting tradition and that has not only done more for the advancement of yacht designing than any other boat, but has made yachting history the world over.

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Though re-built and re-rigged several times in the sixty-odd years of her existence, there is in her raking masts, graceful sheer, and clipper bow something that causes the occasional passerby who loves a boat to pause in admiration, and that is still suggestive enough of the old pilot boat model from which she was built to whisper to the initiated the word dearest to their hearts (if they happen to be yachtsmen)—*America*.

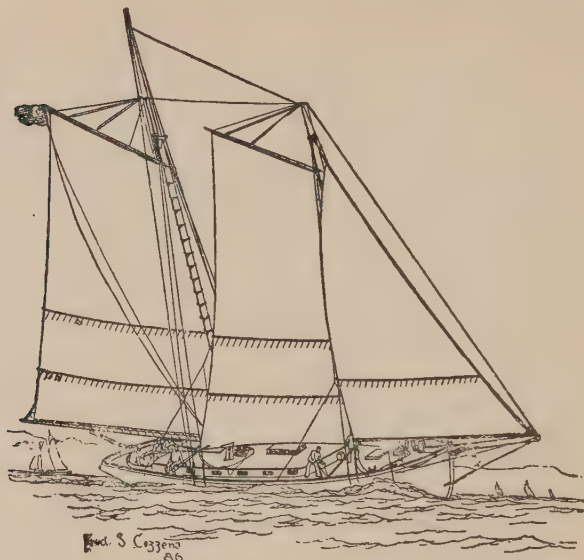
There she lies, after a long and, for the most part, honorable career, the same boat (at least the same soul of her if not actually the same fabric of timbers, spars, and sails) that fared forth across the Atlantic in 1851, the first of all racing yachts to cross the ocean to do battle with another nation, and the winner of a cup that now bears her name and which has stood during more than sixty years for the ultimate in a racing yacht, for the last word in speed under sail.

In order to fully appreciate what *America* did on her famous trip to the English yachting center, the Solent, and the subsequent bearing which the winning of an apparently insignificant cup had on the future of yachting history,

one must go back to the middle of the last century and take a brief glance at the condition of yachting in this country at that time.

Previous to 1840 but very few Americans owned yachts or turned to yachting for their recreation. Most of the citizens of this country were too busy making a living and building up and developing the comparatively young republic to have sufficient means or leisure to build pleasure vessels. Along the Atlantic seaboard a number of small craft were to be found, used principally for fishing and other commercial purposes, as well as for pleasure sailing on holidays; but neither the interest in pleasure sailing nor the number of yachts were sufficient to make an organized boat club necessary. The several clubs that were formed along the coast before this date all died a speedy and natural death after a year or so of existence.

Between 1840 and 1850 enough yachts of from twenty to fifty tons were in existence in the vicinity of New York to justify the organization of a yacht club, so that in July, 1844, a number of New York gentlemen met aboard Mr. John C. Stevens' schooner *Gimcrack* in New York harbor and formed the New York



Schooner *Gimcrack*, aboard of which the New York Yacht Club was formed in 1844.

Yacht Club, an organization that has endured ever since, and is not only the oldest but, practically from the start, has been the foremost yacht club in this country.

Besides Mr. Stevens, the other men present at that first meeting were Hamilton Wilkes, William Edgar, John C. Jay, George L. Schuyler, Louis A. Depaw, George B. Rollins, James M. Waterbury, and James Rogers—names

which should be noted well, as several of them were later identified with the building and ownership of the *America*.

John C. Stevens was probably the leading spirit of the little group. He was an ardent and scientific yachtsman and was elected first commodore of the new club. Eight yachts were enrolled in its fleet that first year, and the first regular meeting was held early the following spring. That next summer, also, saw the club in its own home, an unpretentious wooden building on the Weehawken flats, opposite New York, called the Elysian Fields. The first regatta was likewise held that summer, and brought out nine yachts, the smallest of 17 tons and the largest of 45, the course being from Robbins Reef, around a couple of stake boats, out through the Narrows to the South West Spit Buoy near Sandy Hook, and return, the beginning of the New York Yacht Club's famous inside course.

But to return to Commodore (as he must now be called) John C. Stevens. He was one of four brothers, the sons of Colonel John Stevens, prominent in the Revolution and in the early history of the Republic, and an inventor of note,

who owned Hoboken, where he built the family home on Castle Point, near which is now located Stevens Institute.

John C. inherited much of his father's mechanical ability, and all of the brothers, as well as being interested in sports, were active in the development of steam navigation on the Hudson. While yet a young man John Stevens became interested in sailboats, owning a 20-footer called the *Diver*. This was followed by other boats of larger size, some of which he built himself and in all of which he experimented to improve the model and produce more speed. His boats were the result of careful observation, experience, and study, and he was looked upon as an authority on yachting affairs at that period.

With his later boats, especially with his last schooner, the *Gimcrack*, he was associated with a man whose name is closely connected with early yacht building and modeling in this country, and to whom a great deal of credit has been given for the design of the *America*—one George Steers.

Though it has been said that Steers was not an American, this is not so. He was born in this

country in 1820, the son of an English shipwright who came over some years before. Yacht-building at that time was far from the exact science it now is, and the lines of a vessel were not drawn on paper, as at present, but the craft was built largely by "rule of thumb" methods, following the procedure of existing vessels, with such refinements and improvements here and there as suggested themselves. Models were sometimes used, being worked out first from a block of wood and the lines shaped and faired up to give the desired form.

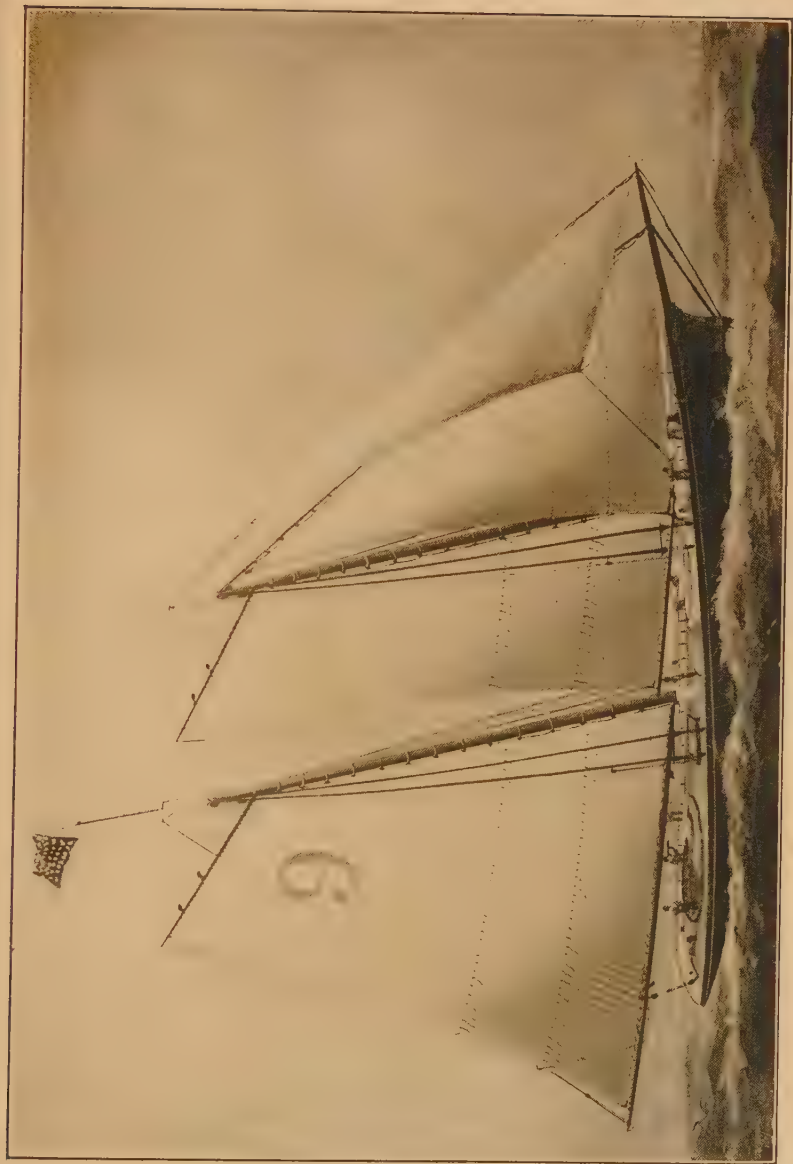
Young George was taught the art of modeling and laying down of vessels by his father, and as he assimilated the knowledge readily and showed great aptitude in the art of drafting as it then existed, he soon made a name for himself locally, which later spread as he turned out fast and well built vessels, sometimes as a modeler and often as foreman or as head of some shipyard where vessels were built. When only 19 years old he built for his own use a small boat which was very successful, and later turned out such well-known yachts of the period as the schooner *Cygnets*, the *Gimcrack*, Mr. Stevens' yacht, the sloop *Una* (a radical departure from

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the then existing models), a number of fast pilot schooners, and, lastly, the U. S. frigate *Niagara*.

At that time the merchant marine of America was in the hey-day of its existence, with the clipper ships sailing under the Stars and Stripes sweeping the seas, and the pilot fleet of New York had to keep pace with the growing business of the port. These little schooners, that cruised from Nantucket Shoals to the Delaware Capes in the competition to put a pilot aboard of a "homeward bounder," had to be staunch, able, and, above all, fast. Up to George Steers' time most of them followed the existing models of bluff, round bows, full forebody, and a long, clean run—a form familiarly known as the "cod's head and mackerel tail" model, which was used in yachts as well as in commercial vessels.

In 1849 young Steers modeled and built the pilot boat *Mary Taylor*, in which he discarded all previous theories of design and practically reversed the general form just mentioned, making the bow long and sharp, moving the greatest breadth farther aft, and filling out the afterbody; in other words, turning the existing model nearly end for end. This boat was a great suc-



Sandy Hook Pilot Boat of the period just preceding the America.

cess, as she outsailed all the pilot boats of the time and immediately made a name for herself and for Steers. So successful was she that other builders were soon imitating and following her model in their future vessels.

As for the reason for sending a yacht across the Atlantic in 1851 the records say that, "it appears that there was to be a great world's fair in England in that year, the first of the subsequent great international expositions the world has seen, and towards the fall of 1850 it was suggested by some of the promoters of the affair that it would be eminently fitting if America would send over a yacht to take part in the races to be held that year as an auxiliary feature of the exposition. As most of the larger English yachts were schooner rigged, and as the fame of the New York pilot boats had already spread abroad, it was suggested that one of these boats be sent. Englishmen were naturally anxious to try their schooners and cutters against the much-vaunted Yankee fore-and-afters, and though no mention of any definite prizes was made, it was intimated that there would be plenty to compete for, with the probability of large cash wagers and special match

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rices." At least, subsequent events showed that Commodore Stevens and the builders of *America* expected to arrange for matches with cash stakes.

That the Englishmen were hospitably inclined is shown by the following letter from the then commodore of the Royal Yacht Squadron, the Earl of Wilton, to Commodore Stevens:

7 GROSVENOR SQUARE, LONDON.

February 22, 1851.

Sir:—Understanding from Sir H. Bulwer that a few of the members of the New York Yacht Club are building a schooner which it is their intention to bring over to England this summer, I have taken the liberty of writing to you in your capacity of Commodore to request you to convey to those members, and any friends that may accompany them on board the yacht, an invitation on the part of myself and the members of the Royal Yacht Squadron, to become visitors of the Club House at Cowes during their stay in England.

For myself I may be permitted to say that I shall have great pleasure in extending to your countrymen any civility that lies in my power, and shall be glad to avail myself of any improvements in shipbuilding that the industry and skill of your nation have enabled you to elaborate.

I remain, Sir, your obedient servant,

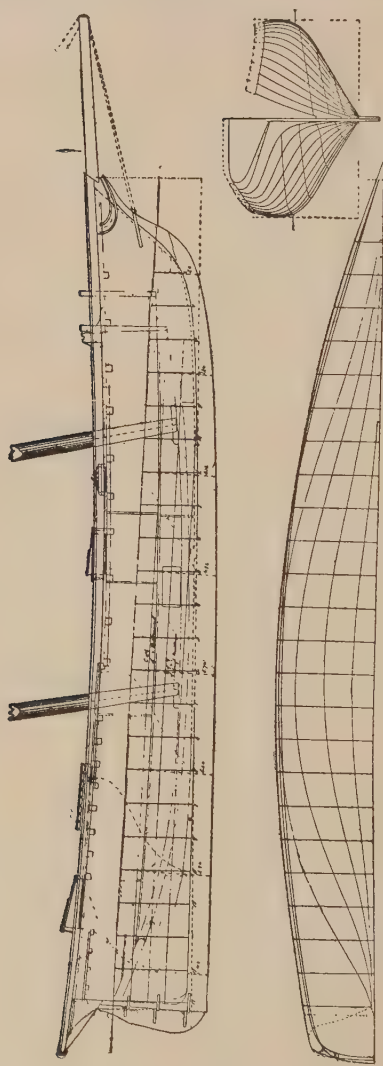
WILTON.

Commodore of the Royal Yacht Squadron.

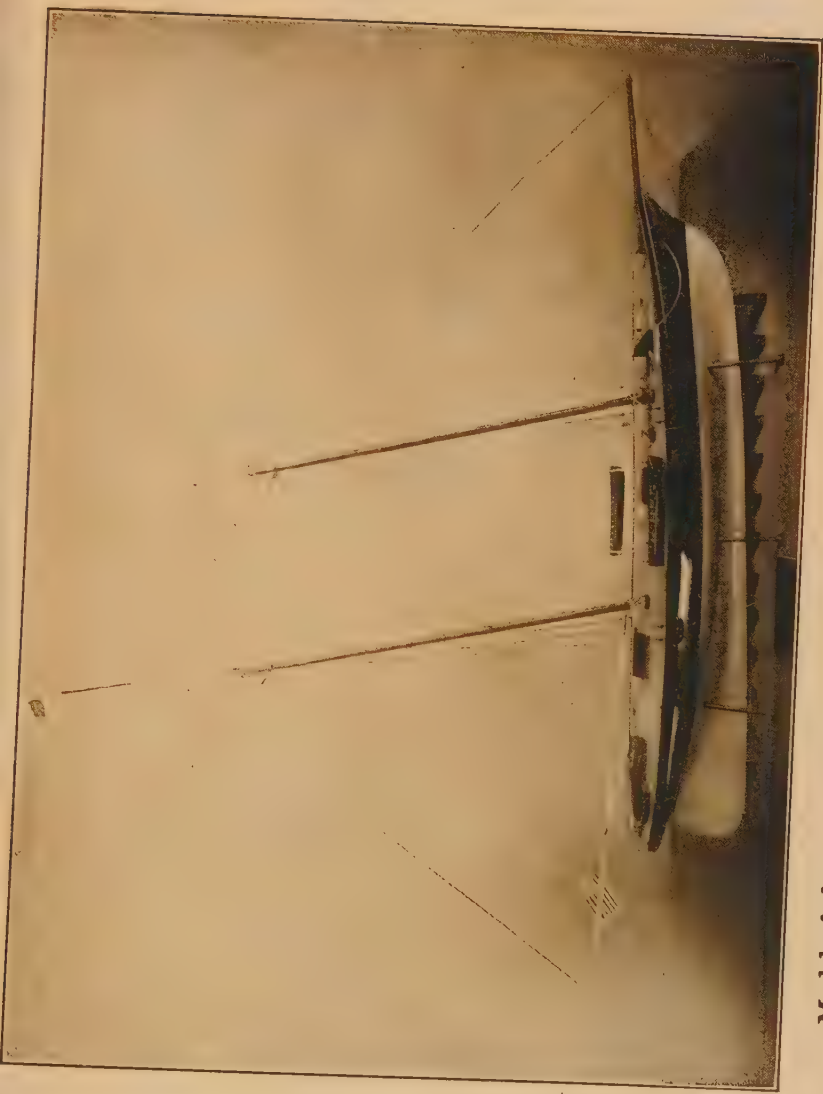
The idea appealed to Commodore Stevens, of the young but vigorous New York Yacht Club, as he was a thorough sportsman, and he set about organizing a syndicate to build a suitable boat to represent this country abroad, not being satisfied to pick an existing boat, as had been suggested. This was the first syndicate boat of the New York Yacht Club, and it is interesting to note that she was the only syndicate boat built here for subsequent races for the *America's* cup until the *Puritan*, in 1885.

The members of this first syndicate were Commodore John C. Stevens, Edwin A. Stevens, his brother, George L. Schuyler, Col. James A. Hamilton, J. Beekman Finley, and Hamilton Wilkes. It was decided that the yacht was to be named *America*, and it was but natural that the owners should turn to George Steers, then just 30 years old, to model the new craft.

The contract for the building of the new vessel was given to William H. Brown, who had a shipyard at the foot of East 12th Street, in New York, and by whom Mr. Steers was at that time employed, probably in the capacity of foreman, or something of that sort. The con-



Lines of the *America* as taken off while the yacht was docked in England.



Model of the old America, with lines as sweet and clean as any modern vessel

tract that was made with Brown was a curious document, by which Brown stood to lose much, without any great prospect of gain. The price agreed upon for the yacht, fully equipped, was \$30,000.00, and a clause in the contract called for delivery by April 1, 1851. When ready for sea she was to be tried by a member of the syndicate, Mr. Hamilton Wilkes, for twenty days, at the syndicate's expense, and if she did not prove the fastest vessel in the United States the syndicate need not accept her. If, on the other hand, she was satisfactory, the syndicate had the option of taking her to England to race, and if she was not successful there, they could even then return her to Brown. Rather a one-sided contract it would be called in this day.

Of course the boat was not ready on contract time. Boats never are. It was May 3d before she was even launched, and on May 24th, when she was still not ready, the syndicate offered to purchase her outright for \$20,000.00. It was June 18th before she was finally delivered to her owners, probably for the latter figure.

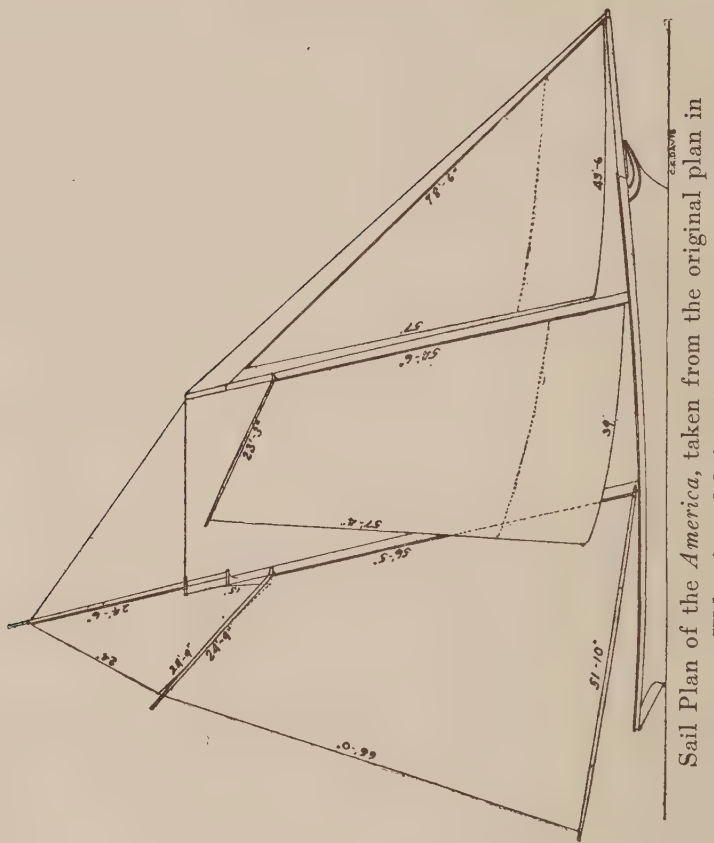
It has been said that in the design of *America* it is hard to say how much the work of Steers

was influenced by Commodore Stevens. The younger man had the greater technical knowledge, had done a lot of experimenting with his former vessels, and was a keen observer. The Commodore, on the other hand, was a better practical yachtsman and sailor, with greater opportunity for actual experimenting with different models and for following the trend of theory and design abroad. It is probable that the best work of George Steers went into the model of the new yacht; but that Steers benefited by the experience and knowledge of the older man is, also, undoubtedly a fact.

The size decided on for the *America* was about 140 tons measurement. She was to be a keel boat rather than the prevailing centerboard type then so common in American yachts on account of the great amount of comparatively shallow water on our Atlantic coast, bays and sounds. In form she followed the new theory evolved by Steers in the *Mary Taylor*, having a sharp entrance, with concave forward sections, beam carried well aft, and a fairly easy run. Her lines, which are reproduced here, give an excellent idea of her shape, and in getting them great pains were taken to see that they

were accurate. They are said to have been taken off in England at one of the yards where she was docked, without the knowledge of her owners, who refused to consider the idea of having a record of her form preserved on paper. There were, of course, no drawings of her form made when she was built. We are indebted to Mr. W. P. Stephens for the reproduction of the plans here.

The principal dimensions of the *America* were: Length over all, 101 feet 9 inches; length waterline, 90 feet 3 inches; beam extreme, 23 feet; forward overhang, 5 feet 6 inches; after overhang, 6 feet; draft extreme, 11 feet. Her mainmast was 81 feet long and her foremast 79 feet 6 inches, and they had an excessive rake, as was the custom then of the famous Baltimore clippers, known the world over, and also of the New York pilot schooners, while her bowsprit was thirty-two feet from tip to heel. Her main boom was 53 feet in length, and projected a long distance beyond the taffrail. Her total sail area was 5263 square feet, contained in mainsail, foresail, and single jib—a far cry from the 16,000 square feet of the last defender, *Reliance*—and were made by R. H. Wilson, of



New York, father of the present sailmaker of that name. In the voyage across they were stowed below, another suit being used for the passage. She was planked with white oak three inches in thickness, the deck being of yellow pine. She was also coppered on the bottom to just above her waterline.

It will not, perhaps, be uninteresting to see what she was like below decks, so as to form some comparison with modern yachts of her size. In general, her layout followed that of the pilot boats of the period in that there was one large main saloon extending from the mainmast aft, around the sides of which were six built-in berths with transom seats in front. A short passage-way at the after end of this saloon led to a companionway to a small cockpit aft, there being a bathroom and a large clothes locker on opposite sides of this passage. Forward of the saloon were four large staterooms. Then came the galley and pantry, with a large forecastle forward containing accommodations for about fifteen men. The lazarette and sail locker were under the cockpit floor.

In her first trials in this country the new boat did not show to advantage, being beaten rather

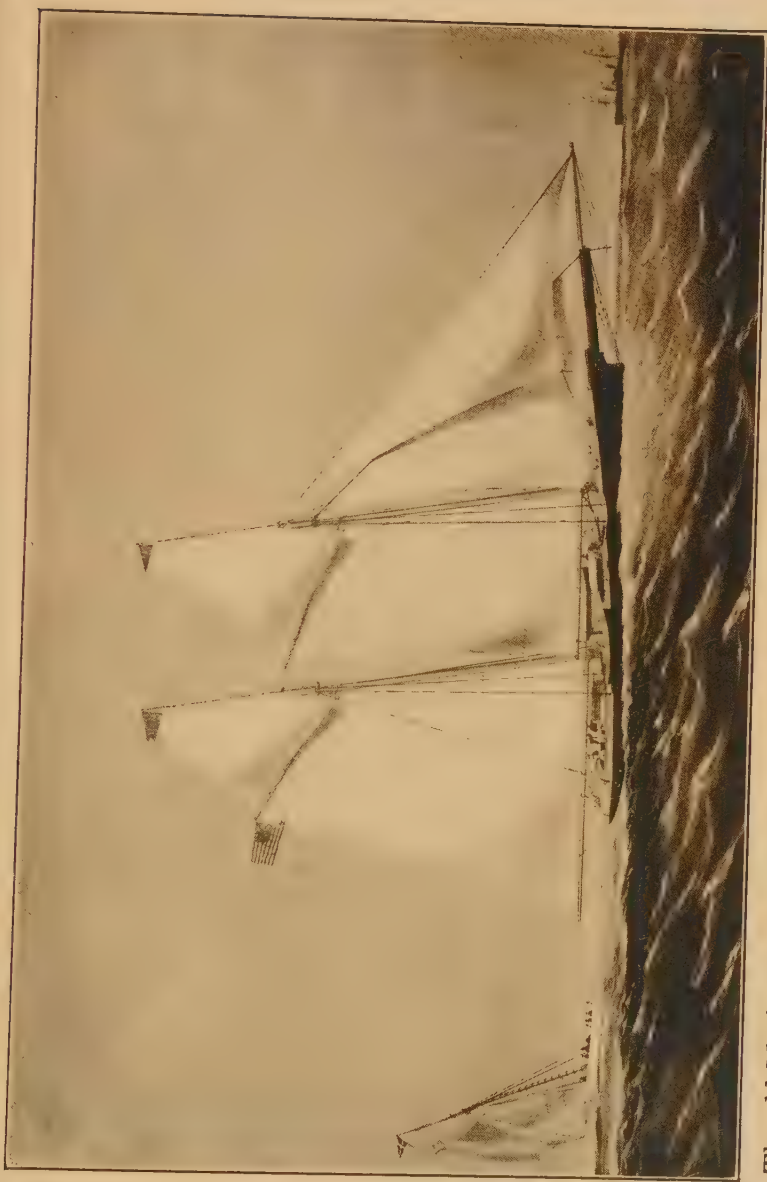
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handily in several races by the *Maria*, a famous sloop of that day. This did not discourage her owners, however, *Maria* being a larger boat, in the best of condition, and with a crew aboard who had sailed her for some time. She did, however, win a number of races against other boats before leaving.

She was finally ready on June 21st, 1851, was towed down to the Hook on that day, and, casting off the towline, sail was made and she was headed to the eastward, carrying with her the hopes of her owners and of a large part of the American people. She was the "last word" in American shipbuilding and she was going forth, presumably, to meet the pick of England's yachting fleet.

Aboard of her was a little company of thirteen men, including George Steers, his brother and his young nephew, Henry Steers, a youngster of 15 years; Captain "Dick" Brown, a Sandy Hook pilot, in command, "Nelse" Comstock, mate, six sailors, a steward, and cook. Commodore Stevens was to meet her on the other side.

In spite of the supposedly unlucky number aboard, they had a good and fairly fast passage



The old Maria after she was changed to schooner rig. She was the prevailing type of yacht prior to the coming of the America.

over, being 20 days to Havre, France, according to Henry Steers. Some excellent daily runs were made, the highest being 284 miles, while on six days over 200 miles were reeled off in the 24 hours. Here the yacht was to refit, and while doing so some alterations were made in her stem, these having been decided upon before leaving New York. Here also she was joined by Commodore Stevens.

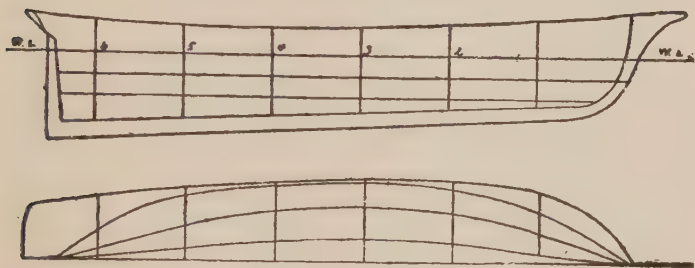
CHAPTER II

ARRIVAL OF THE "AMERICA" IN ENGLAND—
DIFFICULTIES OF ARRANGING A MATCH—THE
RACE FOR THE ONE HUNDRED GUINEA CUP,
SINCE KNOWN AS "AMERICA'S" CUP.

AFTER some three weeks spent in Havre refitting and getting in readiness for her invasion of the Solent, the *America* was ready the last of July, and, with her stores and spare gear still on board, she sailed on the 31st of that month for Cowes, Isle of Wight. That night was calm, with a thick fog, and the *America* was forced to anchor some six or seven miles from Cowes. When the breeze came in the following morning and blew the fog away, the English cutter *Laverock*, one of their crack boats, ran down from Cowes, expecting to meet the stranger, and with the intention of trying her mettle then and there. She found the Amer-

ican boat just weighing anchor, and hung around her persistently to force her, if possible, into a trial of speed.

Commodore Stevens might have ducked an issue then; might even have killed his boat so as not to show her true speed in order to further his cause, for he was looking to arrange future matches and it would have been to his



Cygnet, type of bluff-bowed yacht prior to 1850.

advantage not to show too much speed just then. However, seeing that he could not gracefully decline a brush, he gave the orders to "let her go," and with sportsmanlike instinct tackled the *Laverock* for all there was in his boat.

It was a beat back to Cowes, and in the few miles intervening the *America* worked out to windward surprisingly fast, finishing well ahead of the Englishman; and it is said that not many

hours afterwards it was known throughout the yachting community that no English yacht was the *America's* equal in going to windward. That little brush proved unfortunate for the American party, as subsequent events will show.

The English yachtsmen seemed impressed with *America's* speed, yet the boat made an unfavorable impression by her looks, as she was radically different from the English type, and the papers spoke of her rather slightly at first, referring to her as "a big-boned skeleton but no phantom," and criticising her long, sharp bow and heavy raking masts, and the absence of a foretopmast, which she did not carry, following the pilot boat style.

Commodore Stevens, as the representative owner, immediately set about the business of arranging matches, but for some weeks had no success at all. The Englishmen were most hospitably inclined towards the visitors, but showed a strong disinclination to match their yachts against the American boat, and no effort was made on their part to arrange a special match or put up any suitable trophy to race for. Commodore Stevens first offered to sail a match against any of their schooners, and when this



America, with her pilot-boat rig of 1851

was not taken up he enlarged the challenge to include cutters as well.

Still meeting with no response, and thinking that if the stakes were made large enough they might prove attractive to some of the English owners, the Commodore, to quote Mr. George L. Schuyler, one of the syndicate, "with his usual promptness, and regardless of the pockets of his associates, had posted in the clubhouse at

Cowes a challenge to sail the *America* a match against any British vessel whatever, for any sum from one to ten thousand guineas, merely stipulating that there should be not less than a six-knot breeze."

Even this brought no response from the supposedly sport-loving English yachtsmen, though the offer was left open until August 17th. After it was withdrawn, Mr. Robert Stephenson came forward with an offer to match his schooner *Titania* against the *America* for a race of twenty miles to windward and return, for £100. This offer was accepted, and August 28th fixed for the date of the match, which is described in a later chapter.

This failure of British yachtsmen to take up the gauntlet flung down by their American visitors was not viewed favorably by the English people at large, and the London "Times" commented upon it as follows:

"Most of us have seen the agitation which the appearance of a sparrow-hawk on the horizon creates among a flock of wood-pigeons or skylarks when, unsuspecting all danger and engaged in airy flights or playing about over the fallows, they all at once come down to the ground

and are rendered almost motionless for fear of the disagreeable visitor. Although the gentlemen whose business is on the waters of the Solent are neither wood-pigeons nor skylarks, and although the *America* is not a sparrow-hawk, the effect produced by her apparition off West Cowes among yachtsmen seems to have been completely paralyzing. I use the word 'seems,' because it cannot be imagined that some of those that took such pride in the position of England as not only being at the head of the whole race of aquatic sportsmen, but as furnishing almost the only men who sought pleasure and health upon the ocean, will allow the illustrious stranger to return with the proud boast to the New World that she had flung down the gauntlet to England, Ireland and Scotland, and that not one had been found there to take it up."

In the meantime Commodore Stevens was notified by the officers of the Royal Yacht Squadron that there would be a regular open regatta of their club around the Isle of Wight on August 22d, for which all of their boats would be eligible, to be sailed without time allowance, and that the *America* would be welcomed

if she desired to enter. This race was for a trophy put up by the club, valued at 100 guineas. The *America's* party decided to enter the race, provided there was a good breeze, but not otherwise.

It was asking a good deal to have one yacht sail against a whole fleet, especially over a course that for a good part of the distance was not in open water, and where local knowledge of winds and tidal conditions counted for much. The same paper just quoted had this to say regarding the course:

"The course around the Isle of Wight is notoriously one of the most unfair to strangers that can be selected, and, indeed, does not appear a good race-ground to anyone, inasmuch as the current and tides render local knowledge of more value than swift sailing and nautical skill."

Commodore Stevens and his party were greatly disappointed at this failure to arrange a match or to have the Englishmen pick out their fastest boat for a special race with the *America*, which they fully expected would be done when they accepted the invitation to bring a boat across to race on the Solent, and they

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nearly decided to send their boat home in disgust without sailing a race.

However, when the 22d came, though the wind was light, it found *America* at the line waiting for the starting signal. This was the fleet that the American boat was called upon to meet, all of them being British boats except *America*:

BOAT	RIG	TONNAGE	OWNER
<i>Beatrice</i>	Schooner	161	Sir W. P. Carew
<i>Volante</i>	Cutter	48	Mr. J. L. Cragie
<i>Arrow</i>	Cutter	84	T. Chamberlayne
<i>Wyvern</i>	Schooner	205	Duke of Marlborough
<i>Ione</i>	"	75	A. Hill
<i>Constance</i>	"	218	Marquis of Conyngham
<i>Titania</i>	"	100	R. Stephenson
<i>Gypsy Queen</i>	"	160	Sir H. B. Hoghton
<i>Alarm</i>	Cutter	193	J. Weld
<i>Mona</i>	"	82	Lord A. Paget
<i>America</i>	Schooner	170	J. C. Stevens, <i>et al.</i>
<i>Brilliant</i>	3-master	392	G. H. Ackers
<i>Bacchante</i>	Cutter	80	B. H. Jones
<i>Freak</i>	"	60	W. Curling
<i>Stella</i>	"	65	R. Frankland
<i>Eclipse</i>	"	50	H. S. Fearon
<i>Ferrande</i>	Schooner	127	Major Martyn
<i>Aurora</i>	Cutter	47	T. le Merchant

Titania, *Stella*, and *Ferrande* did not start.

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It will be seen from a glance at this table how diversified was this fleet, the tonnage of the boats ranging from 47 to 392, the latter figure being that of the big three-masted schooner *Brilliant*, a heavy cruising craft with square topsails. As a whole, the fleet was representative, several of the yachts being fast racing cutters, and one of them at least, the *Volante*, being a new yacht, just out that year.

In those days the start of a race was made from an anchor, instead of a sailing start as is now the custom, the boats hoisting sail and getting under way when the starting gun was fired, thus testing ability in handling as well as speed alone.

The fleet was lined up in a double row, the cutters in the first line and the schooners some 300 yards astern of them. The preparatory signal was given at 9:55 A. M., on which the yachts made sail, and the starting gun at 10 A. M., when they were to cast off and get under way. *America* was slow with her sails and was the last of the fleet to get away. One of the most graphic accounts of the race is that of Henry Steers, nephew of the designer, who, it will be remembered, was aboard of the *America*

while she was abroad. In describing the race at the Seawanhaka Yacht Club, in 1877, he said, in part:

"The wind was from the westward. The yachts were allowed to get up their sails after the first gun, but we found that we constantly overran our anchor and slewed around, and we had to lower our sails; and so all the yachts got off ahead of us; however, we had a large crew and got our sails up very quickly. By the time we got to the Nab (12 miles) we had walked through the whole fleet except four—these were the *Beatrice*, *Aurora*, *Volante*, and *Arrow*. We were running wing and wing, and these boats would steer close together, so that when we tried to get through them we could not without fouling, and had to keep cutting and sheering about, very often being near gybing. From the Nab to St. Catherine's the wind was ahead (it had shifted to S. S. W. and was of variable strength), and there we left them so fast that when we got down to the Point there was not a yacht in sight. Here we caught the tide, and for a long time made little way beating against it, and the little *Aurora* came up pretty near to us, and the *Arrow* was just be-

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hind her. After getting by St. Catherine's Point we had a leading wind, and we went from there to the Needles at the rate of thirteen or fourteen knots. Off St. Catherine's we carried away our flying jibboom, and I remember that Dick Brown said he was d—d glad it was gone, as he didn't believe in carrying a flying jib to windward. We arrived at Cowes about eight o'clock."

It was 5:40 P. M. when the *America* rounded the Needles, and at that point it was estimated, by the best English authorities, she was a good eight miles ahead of the second boat, the little *Aurora*, with the rest of the squadron (what was left of it, at least) out of sight astern. Here the wind fell light again, with the tide ahead, and in the run up the Solent in the early evening the *Aurora* gained, being only about two miles astern at the finish. As she crossed the finish line in the darkness the Yankee yacht was timed at 8:34 P. M. and the *Aurora* at 8:58. Then came *Bacchante* at 9:30; *Eclipse*, 9:45, and the big *Brilliant* at 1:20 A. M. the following morning, the times of the other boats not being taken. Though the race was sailed without time allowance, there was but little comfort for the British yachtsmen in this fact, for by Acker's time

allowance scale, then in use, the *Aurora* would still have been beaten by about two minutes had she received her allowance.

The next day the owner of the *Brilliant* protested the *America* on the ground that she had passed on the wrong side of the Nab Lightship, but as the sailing instructions given to Commodore Stevens did not specify on which side to pass it, the protest was not allowed.

Regarding the carrying away of the flying jibboom mentioned in Mr. Steers' account of the race, this gentleman has the following to say regarding the acquiring of a flying jib abroad, the yacht being originally rigged with only a single, large headsail:

"Some of the gentlemen of our party wanted to make their expenses after coming so far, and they went to one place and another trying to get a little money on the race, but their success was not brilliant. We were rigged pilot-boat fashion, no foretopmast and no flying jibboom, and, as we thought we could do better with a flying jib, we went to Michael Ratsey, at the Isle of Wight, to get him to make the spar, and my uncle bet him the price of that jibboom that we could beat any boat that he could name, and he named the *Beatrice*. Well, then we went to a

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sailmaker to have a flying jib made, and we bet the price of this sail on the race. We heard that there was someone in Southampton that wanted to bet and some of the party went there, and he wanted 'to book it,' as they do over there, but our party had no bank account, no letters of credit; all our money was in a bag on board of the yacht, and we wanted the money put up, and so this wager fell through. So, after all, all that we got on the race was the price of the flying jibboom and the sail. . . .

"There was an awful crying and moaning about Cowes the night we finished. Ratsey and other builders were much chagrined, but they all said that they could build a boat that would beat the *America*. They said she was a 'mere shell,' 'a Yankee trick,' that we had exhausted ourselves and could never do it again. 'Well,' John C. Stevens said, 'what will you do?' They said, 'We will build a boat in ninety days that will beat the *America* for £500.' He said, 'Two thousand five hundred dollars won't pay us for waiting ninety days; make it £25,000 and we'll wait and sail the race.' They would not do this and so it came to naught."

The following day Queen Victoria, who was very much interested in the outcome of the race

(so much so that an alleged conversation between her and her signal master *anent* there "being no second" to *America* has become famous), visited the *America* with the Prince Consort and her suite and was shown over the famous yacht, fore and aft, on deck and below, evincing a lively interest in everything about her.

The trophy won by the *America* in this race, while frequently called the Queen's Cup, had in fact nothing to do with Queen Victoria and was not donated by her. It was put up by the Royal Yacht Squadron and is called by that name, or is known as the Hundred-Guinea Cup (its cost at that time), or, more familiarly, the *America's* Cup, after the boat that first won it. It became the permanent property of the yacht winning it, and Commodore Stevens brought it back to America with him, as practically the only spoils of their summer's campaign.

The Queen did put up a cup for a race on August 25th. The *America* did not start in this event, probably because the breeze was too light at the start. She did get under way some hour and a half after the others had started and sailed over the course after them, finishing a few minutes after the winning boat, though of course not being timed.

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CHAPTER III

EFFECT OF THE "AMERICA" ON THE FUTURE OF
YACHT DESIGN, AND THE FURTHER HISTORY OF
THE FAMOUS YACHT—THE CUP DEEDED TO
THE NEW YORK YACHT CLUB.

THE influence of the *America* on the future of yacht designing both in the United States and abroad was immediately felt; and the old, full, bluff bows and long run, the "cod's head and mackerel tail" model, was doomed. In their place came the sharp, lean, concave bow of the *America* and the other elements making for speed that her design embodied. In the fleet that sailed against the *America* in her famous race all but one were of the then prevailing type, and that one, *Ti-tania*, was a new boat, built to test a wave line theory and fairly fine forward.

In regard to sails the *America*, also upset existing theories abroad, the English yachts having at that time loosely woven sails with a big

bag, or draft, as it is called, in them, whereas *America's* sails were closely woven, set much flatter, giving greater efficiency in going to windward, and on account of their large size had great driving power. Future yacht practice followed the *America's* lead in this matter, also.

The London *Punch*, in a cartoon published at the time, showing a Yankee and an English boy sailing toy boats on a mud pond, summed up the outcome of *America's* visit when it made the American youth say, "I guess, Master Johnny, if you don't look sharp I'll show you how to make a 'seventy-four' next."

About a week after winning the 100-Guinea Cup, the *America* sailed her match with the *Titania*. The terms called for a race of twenty miles to windward and return, and a course was laid from the Nab lightship on the easterly side of the Isle of Wight. There was a cracking good breeze, just the kind the contestants had been hoping for. In the hard thrash to windward the fore gaff of the *America* was carried away, but though some time was lost in making repairs, the race was at no time in danger and she won by nearly an hour—52 minutes, to be exact.

Sooner than bring the *America* home, the syndicate owning her decided to offer her for sale in England, and she was purchased that year by Lord John de Blaquiere for the sum of \$25,000. Her subsequent career is full of interest. Probably no yacht has had as varied and thrilling a life as the *America*; but to do justice to the story, which reads almost like a romance, would require a volume in itself.

On passing into the hands of her new owner her masts were immediately cut down some five feet—why, Heaven only knows, as she was certainly "right" as she was—iron braces were added, and she was raced in England in 1852 with only moderate success, being beaten for the Queen's Cup by the cutters *Arrow* and *Mosquito* by about two minutes. Then, in response to a challenge by her new owner, a match race was sailed against the Swedish schooner *Sverige*, of 280 tons, twenty miles windward and leeward, which was won by *America* by 26 minutes, though as the *Sverige* carried away the jaws of her gaff in rounding the outer mark, when in the lead, the victory was not a very creditable one. She did not seem to be in the same trim as in the previous year (probably due to the

"monkeying" that had been done on her) and her English skipper never seemed to get the hang of her and did not get the most out of her flat sails.

She cruised in the Mediterranean in 1852, where she rode out a hard four-days' gale without damage, and in 1853 was sold to Lord Templeton, who used her a year. After that she was hauled up in the mud at Cowes. Here she staid until sold in 1859, when she was towed to Pitcher's yard on the Thames and found to be in such bad shape inside that she had to be entirely rebuilt. This Pitcher did, wisely replacing a piece at a time, and not trying to improve upon her as many builders would have done, until she was rebuilt without in any way changing her original form.

At this time, also, the large gilt eagle resting on two crossed flags that had graced her stern since she was built was removed and placed above the door of an inn at Ryde, Isle of Wight, where it remained until it was returned recently to the New York Yacht Club, in whose 44th Street house it may now be seen.

She was then sold to an English yachtsman, who changed her name to *Camilla* and in her

made a trip to the West Indies, on his return racing her again in England.

Then the Civil War broke out in the United States and a Savannah man, whose name has not been preserved in the records, bought her and, with a few guns mounted on her bright decks, she became a dispatch boat and blockade runner in the Southern cause, until she was chased up the St. John's River, Florida, by a gunboat and scuttled. At least, there she was found later by the United States ship *Ottawa*, with her masts out of water and her bottom full of auger holes. During this stage of her career she was known as the *Memphis*, and to this day the large ship's bell mounted on her foremast is engraved with that name.

She was raised by the Federal government, repaired, and under the Stars and Stripes once more, after ten years, and with her original name restored, she served with the blockading fleet off Charleston, S. C., until 1864, when she was sent to Annapolis as a training ship for the midshipmen at the Naval Academy. While in the former work several captures were credited to her and her naval crew.

In spite of these many vicissitudes, the old

veteran was destined to appear once more in an international yacht race, and six years later she was at the line to meet *Cambria*, the first challenger for the *America's* Cup, as will be duly chronicled in a later chapter. It is proper to note in passing, however, that even then, after nineteen years of hard and varied service, she was still fast enough to give the challenger a good trimming.

After this she was sold by the United States government and was bought by General Benjamin F. Butler, of Massachusetts, in the possession of whose family she has been ever since. In 1880 she was rebuilt, changes being made in hull and rig, and in 1885 she again went to a builder's yard, where some more alterations were made in her. In that year she practically sailed her last race, against the schooners *Gitana*, *Fortuna*, and *Mohican*, but finished last.

Her days of glory were over; she had lived her life and carried her message to the world, and the newer vessels, the result of years of refinement of the principle which *America*, first of all yachts, demonstrated, naturally outclassed her. Hereafter, though beaten in cruising runs or in brushes with more modern craft, she still held many years

of usefulness to her owner, and wherever she appeared true sailormen gazed at her in admiration and with a feeling of reverence, nearly akin to awe, not only for what she had done, but for the idea that she stood for. Once more she was to appear on an *America's* Cup course. In 1893, during the *Vigilant-Valkyrie* match, she was off Sandy Hook, where a party from her deck watched the latest creations of the minds of yacht designers battle for the Cup she had won over forty years before.

For the last dozen years she has hardly been in commission, and though still owned by descendants of the Butler family, has been tied up, winter and summer, along Boston's waterfront.

When Commodore Stevens returned to America, the Cup he had in his possession was about the only tangible evidence of the *America's* trip to England. It was the property of the six men of the syndicate who built *America* and sent her abroad, and by their consent it remained in the custody of Commodore Stevens, where it had a place in the drawing room of his Washington Square home. It is not a particularly beautiful piece of silverware, as we judge those things

to-day, and was not really a cup, but a pitcher, or ewer, rather stiff and formal in its design.

In 1857 Commodore Stevens cast about for some fitting disposition of the Cup, desiring, if it were possible, to have it stand for international competition of the highest type. To that end he and the four surviving members of the original syndicate decided to turn it over to the New York Yacht Club in trust, to be held by it as a permanent challenge cup, open to competition by any organized yacht club of any foreign country.

The terms of this Deed of Gift, which was really nothing more than a letter tendering the Cup to the club, were so simple, straightforward, and fair, and so devoid of an appreciation of the complexities that were to beset yacht racing, and especially international racing, forty or fifty years later, that it is worth while to give them in full.

New York, July 8, 1857.

TO THE SECRETARY OF THE NEW YORK YACHT CLUB:

Sir:—The undersigned, members of the New York Yacht Club, and late owners of the schooner yacht *America*, beg leave through you to present to the Club the Cup won by

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the *America* at the Regatta of the Royal Yacht Squadron at Cowes, England, August 22, 1851.

This Cup was offered as a prize to be sailed for by yachts of all nations without regard to difference of tonnage, going round the Isle of Wight, the usual course for the Annual Regatta of the Royal Yacht Squadron, and was won by the *America*, beating eight cutters and seven schooner yachts which started in the race.

The Cup is offered to the New York Yacht Club, subject to the following conditions:

Any organized Yacht Club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this Cup with any yacht or other vessel of not less than 30 or more than 300 tons, measured by the Custom House rule of the country to which the vessel belongs.

The parties desiring to sail for the Cup may make any match with the Yacht Club in possession of the same that may be determined upon by mutual consent; but in case of disagreement as to terms, the match shall be sailed over the usual course for the Annual Regatta of the Yacht Club in possession of the Cup, and subject to its Rules and Sailing Regulations—the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, Custom House measurement, rig, and name of the vessel.

It is to be distinctly understood that the Cup is to be the property of the Club, and not of the members thereof, or owners of the vessels winning it in a match; and that the condition of keeping it open to be sailed for by Yacht Clubs of all foreign countries, upon the terms above laid

down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

J. C. STEVENS.

EDWIN A. STEVENS.

HAMILTON WILKES.

J. BEEKMAN FINLEY.

GEORGE L. SCHUYLER.

From this act has resulted some of the greatest yacht racing the world has seen. It has been the incentive for the highest development of yacht design, and though the terms of the document are apparently plain, even to the layman, it has resulted in some of the bitterest controversy that the history of yachting has known.

Two points in the deed should be noted well, as they have a bearing on the future history of the Cup. One is that the terms were very elastic as regards the making of a match, as these were to be determined entirely "by mutual consent;" either side giving as much or as little as it saw fit; and in the event of its being impossible for the two sides to agree on suitable terms, the challenger had the right to a match over the regular course used in the annual regatta of the club holding the Cup, and subject to that club's racing rules. The other point is that the word "match"

is not defined. Strictly, it means a specially arranged race between two boats, or with an equal number of boats representing each side. After the first race for the Cup, the holding club virtually conceded this point.

It will also be noticed that measurements were very elastic, the size of a yacht eligible to compete being between 30 and 300 tons (no other restrictions), the waterline or over-all length not being in use at that time for yacht measurement.

CHAPTER IV

THE FIRST CHALLENGE FOR THE CUP—RACE BETWEEN THE “CAMBRIA” AND THE NEW YORK YACHT CLUB FLEET.

THE fact that the Hundred-guinea Cup had been offered as a perpetual challenge trophy, open to all foreign nations, together with the terms of the Deed of Gift, was announced to all the yacht clubs of the world by the New York Yacht Club, yet eleven years went by before anyone challenged for it. During that time a number of American schooner yachts had crossed over to England, and one trans-Atlantic race between three Yankee schooners in the month of December, 1866, had attracted a great deal of attention, but no move was made to send a yacht to this country.

In the first fifteen years following the *America's* invasion of British waters, a slow but steady

change was taking place in the status of English and American shipping. At that time the American merchant fleet was supreme upon the seas; the American clippers were the fastest afloat, they had no trouble in getting high freights, and insurance rates were lowest in American bottoms.

With the passing of the Navigation Act, opening British ports to the commerce of the world instead of limiting the carrying between English possessions to British ships, English shipowners awoke to the fact that if they were to hold their maritime position at all they would have to have a merchant marine that equalled or excelled that of America. So they set about improving their sailing ships, at first having several built in this country by the firms that built the famous American clippers, and then building others at home from these models, improving wherever they could. About this time iron began to supplant wood in the construction of ships. England was the first to recognize the advantages of this building material, and with the better facilities at hand for this form of construction that country soon forged far ahead of us in shipbuilding and there followed an era of unparalleled activity in

British shipping. The advent of steam for ocean-going purposes also found England prepared to profit by the change, and in this branch of building also it quickly outstripped America.

It was but natural with this advance in ship-building that yacht development should have kept pace with it, whereas in this country the shipping industry was on the decline, due to the Civil War and other causes, and yachting for a time languished here. We had, however, in the vicinity of New York, a fair-sized fleet of pleasure vessels, mostly schooner rigged and many of them shoal draught, centerboard boats.

The centerboarder was on the high tide of its popularity in the revival of the sport following the Civil War. Not only was this due to the numerous shoals and flats around New York harbor and bay, but also to the fact that the smaller displacement of the centerboard boats and their lighter construction made them faster than the keel type, and they were unusually successful in the waters around Sandy Hook. So great was the popularity of this type that even some of the largest schooners were centerboarders.

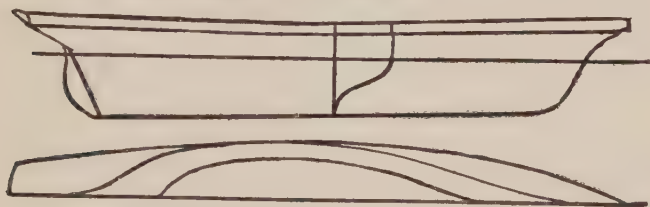
During all these years the Cup won so deci-

sively by the *America* in 1851 remained apparently forgotten, gathering dust in the lockers of the New York Yacht Club, until, in the fall of 1868, came a letter from Mr. James Ashbury, owner of the English schooner *Cambria*, in which he expressed a desire to race his yacht against the champion American schooner, to be selected by the New York Yacht Club; and knowing about the Cup won seventeen years before by the *America*, he suggested that that Cup be put up as a trophy.

This Mr. Ashbury was evidently not a representative English yachtsman, and was not very well posted as to yachting usage and tradition, as his subsequent correspondence, carried on for the next three years, shows. He had a fast schooner, however, in which he had boundless faith.

In 1868 the large American schooner yacht *Sappho*, of 310 tons, built the year before on speculation, had crossed the Atlantic to race in England, with the expectation that she would "clean up" and could then be sold to advantage. In yacht racing, however, the unlooked for frequently happens and "no race is won till it's lost," as the saying goes. So when *Sappho* met

two English cutters and two schooners in a race around the Isle of Wight she was badly beaten, the new schooner *Cambria* winning. There being no offer for the defeated *Sappho*, she was brought back to America and altered under the direction of Capt. "Bob" Fish, a famous yacht modeler and skipper of that day.

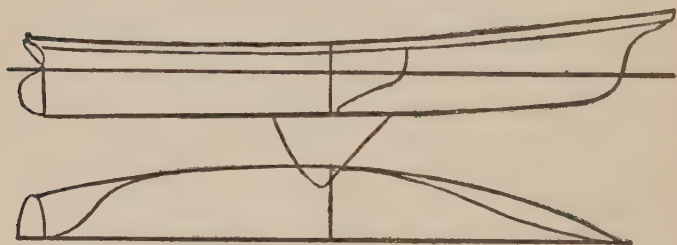


Lines of *Cambria*, the challenger of 1870.

From the result of this race Mr. Ashbury seems to have reached the conclusion that the *Cambria* was invincible, and he was very free with his challenges. The first communication from him was more in the form of a letter of suggestion than a formal challenge for the *America's Cup*. The principal points of the proposal that he made were as follows:

Before the racing season of 1869 the New York Yacht Club was to select their fastest schooner, of a tonnage not to exceed that of the *Cambria*, which was 188 tons, Thames measure-

ment, by more than 10 per cent. This American schooner was to be sent across the Atlantic in time to take part in the English yachting season and to race at Cowes and Ryde. Then, about September 1st, this schooner and his yacht *Cambria* were to race back across the ocean to Sandy Hook, for a piece of silver valued at \$1250; and lastly, after arriving here, these same two vessels were to race around Long Island (a distance of about 220 miles), two races out of three, accord-



Schooner *Magic*, 1870.

ing to Thames Yacht Club measurement with time allowance, for the *America's* Cup. He ends this queer proposal by saying: "If I lost I would present the N.Y.Y.C., or the owner of the successful vessel, with a cup, value 100 guineas, or I would race any other schooner of about my tonnage over the same course on the said conditions; the competing vessel to have

been previously pronounced by the N.Y.Y.C. as the fastest vessel in America of her size and class, and providing the said vessel had not been built since the date of this communication, and was in all respects a sea-going vessel, and not a *mere shell or racing machine.*”

The New York Yacht Club responded by saying that it could only consider that portion of the letter dealing with a race for the *America's* Cup, and that the club was only authorized under the deed to accept a challenge from an organized foreign yacht club, and not from an individual. Then followed several letters, in none of which did Mr. Ashbury comply with the terms of the deed by which the New York Yacht Club held the Cup in trust, until finally the New York Yacht Club cabled him in the summer of 1869 that when he had complied with the necessary preliminaries, he would, upon his arrival here, have the right, *provided no match could be agreed upon*, to sail over the annual regatta course of the New York Yacht Club, for the Cup won by the *America*.

Thus the summer of 1869 was frittered away in needless letter writing until, under date of November 14th of that year, Mr. Ashbury again wrote (in part) as follows:

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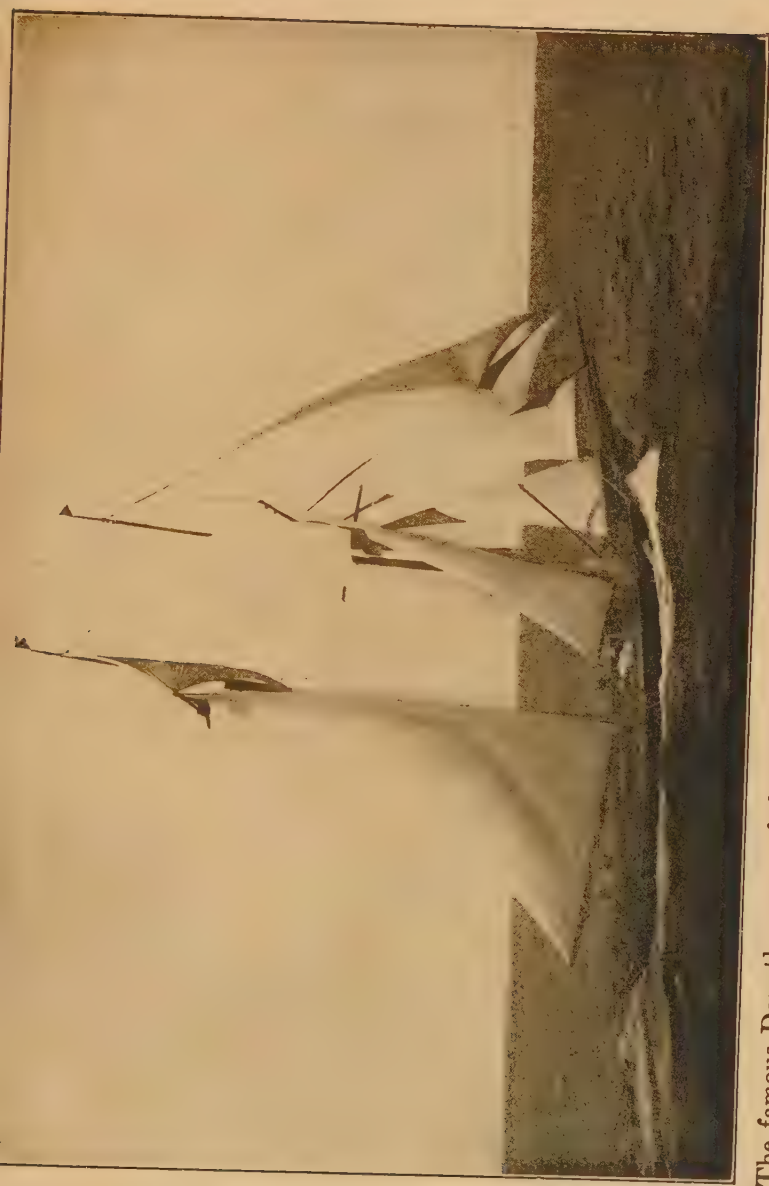
I beg to give you six months' notice of my intention to race for the Cup on the 16th May, 1870; the course to be a triangular course from Staten Island, forty miles out to sea and back. The Cup having been won at Cowes, under the rules of the R. Y. S., it thereby follows that *no centerboard vessel* can compete against the *Cambria* in this particular race, but in all other respects I must conform to the stipulations and rules of the N. Y. Y. C. Rule 7 of the R. Y. S. states:

"No vessels which are fitted with machinery for shifting keels, or otherwise altering the form of their bottoms, shall be permitted to enter for prizes given by the Royal Yacht Squadron."

JAMES ASHBURY.

This still was very wide of the conditions governing the *America's* Cup, and was likewise the first "kick" as to the form or construction of the American defenders, a point that was to be a bone of contention in many future challenges. Of course the New York Yacht Club could not agree to these terms, but they answered in a courteous and conciliatory manner, and Mr. Ashbury decided to come across the following summer, feeling that in this letter of November 14th he had given the club the necessary six-months' notice.

He had also arranged for a race on the way



The famous Dauntless, one of the defenders of 1870 and a participant in many ocean races.

over between the American schooner *Dauntless*, owned by the then vice-commodore of the New York Yacht Club, James Gorden Bennett, from Daunt Head, Ireland, to Sandy Hook. Owing to some delay in getting the *Dauntless* ready it was not until July 4th, 1870, that this latter race was started and the *Cambria* was finally on her way to this country.

This ocean race attracted a great deal of attention at the time and great interest in it was manifested in this country, where the *Dauntless* was considered invincible at this kind of racing. In this race she had on board Captain "Bully" Samuels, former master of the American packet-ship *Dreadnaught*; Martin Lyons, a well-known Sandy Hook pilot, and our old friend "Dick" Brown, an array of talent that certainly inspired confidence in the result.

However that may be, it was the English challenger's topsails which were first made out from the Sandy Hook lightship twenty-two days later, and as the *Cambria* swept across the finish line and hailed to find if *Dauntless* had yet arrived, the latter's sails were just lifting above the horizon astern.

The winning of this race was a great feather

in the cap of the English schooner and her stock immediately went away up. A great wail arose from the American public, and from many yachtsmen as well, that the Cup was as good as lost. They seemed to lose sight of the fact that the *Dauntless* was ahead most of the way over, and only lost by one hour and seventeen minutes on account of a shift of wind that favored the *Cambria* when within 250 miles of the finish.

After arriving here on July 25, Mr. Ashbury and the New York Yacht Club being still unable to get together upon the terms of the match under the "mutual consent" clause, the club gave the *Cambria's* owner the option of sailing for the *America's* Cup in one race over the club's regular course in New York Bay and against the club fleet, in accordance with its interpretation of the deed. Though protesting at this interpretation, Mr. Ashbury decided to sail, and August 8th was the day selected for the race.

The conditions, whether or not they were in accordance with the intent of the Deed of Gift, were thus practically the same as prevailed in England when the *America* won the Cup nineteen years before. There was this important difference, however: In the race of 1851 every yacht was sailing to win a personal trophy, while

in the race of 1870 twenty-three boats were pitted against one, none of the twenty-three having any interest in the Cup other than to prevent its leaving this country.

Sailing against the visitor was the following



Cambria.

fleet of yachts: The keel schooners *Rambler*, *Dauntless*, *Fleetwing*, *America*, *Restless*, *Tarolinta*, and *Alarm*, and the centerboarders *Phantom*, *Madgie*, *Silvie*, *Tidal Wave*, *Madeleine*, *Idler*, *Magic*, *Palmer*, *Alice*, *Fleur de Lis*, *Era*, *Josephine*, *Calypso*, *Widgeon*, *Halcyon*, and *Jessie*.

The *Cambria* herself was a keel schooner of the deep, narrow English type, stiff and weathery, though rather heavy looking in spite of her sharp bow. Her principal dimensions were: Length from stem to stern post 108 feet, beam 21 feet, draft 12 feet, and depth of hold 11 feet. The fleet lined up against her in the one-sided race contained the pick of the American schooners, barring the old *America*, which was entered by the Naval Academy (where she then was in use as a training ship for the cadets) in response to the strong public sentiment that she should help defend the Cup she had won so long ago. She was re-rigged and fitted out by the Navy Department and was not in the best of condition, her rigging being more suited for a man-of-war than a yacht, it is said, while she had not been tuned up enough to get her in proper trim for the race. She was commanded by an officer of the navy, Captain Wade, and was sailed by a Sandy Hook pilot, according to the records.

Never had public interest in a yacht race been as keen as for this first attempt to win back the *America's* Cup, and a big fleet of sightseeing vessels was at the starting line, loaded to the guards and prepared to follow the fleet over the

course, as far as possible. It is even said that the exchanges closed for the day and that Wall and Broad Streets were deserted. Mr. Ashbury was much surprised and impressed by the interest shown by the people of this country, many of whom had never seen a yacht race before.

The start was from an anchor, that custom still prevailing, and the visitor, *Cambria*, was given the windward end of the line by the committee, so that she might have the advantage of that position, with the *America* next to her. Their good intention went for nothing, however, as the wind shifted just before the start to south-east, and instead of the windward berth, these two yachts were at the leeward end of the line, where they were considerably bothered by the other boats in the early stages of the race.

The start was at 11:26 A. M., and the American schooner *Magic* was first away, her crew being very smart in getting the "muslin" on her. The crew of *Cambria* were also on the jump and she got a good position at the start, but the *America* was slow and was last to get off, just as she had been in the race in which she won the Cup.

The start being off the Staten Island shore in

the upper bay, the course was through the Narrows, down the lower bay to the South West Spit Buoy, to Sandy Hook lightship, and return over the same course, a distance of about thirty-eight nautical miles. The wind being east of south, it was a beat down the bay to the Spit Buoy, colloquially called the "Gob" buoy by the fishermen, and the fleet was soon spread out over a long stretch of water, followed by the big excursion fleet, the twenty-four schooners presenting a beautiful appearance as they fought it out, tack by tack, down the bay, in the fresh summer breeze.

The little *Magic*, standing well over to the Bay Ridge shore with a strong ebb tide under her, was able, on the next tack, to lay well down through the Narrows, and in this early part of the race she opened up a lead that it was impossible for the others to overcome, though the old *America*, coming along grandly in the stiff windward work, walked through the entire fleet to second place and was only 4 minutes and 55 seconds behind the *Magic* at the Spit buoy—some performance for a nineteen-year-old boat.

Cambria had fallen far behind the leaders on this leg of the race and was in twelfth position as

*Magic.*

the yachts rounded the Spit and started sheets for the reach out past the Hook. Taking a hitch to the southward when past low-lying Sandy Hook, so that they could lay the lightship, the *Idler* and *Dauntless* passed the *America* and

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forced her back to fourth position, in which place she rounded the light vessel, the outer mark of the course. *Cambria* had improved her position on this leg of the course, though she continued to fall behind the flying leader. The first eight boats were timed as follows as they turned the old, red light vessel:

	H.	M.	S.		H.	M.	S.
<i>Magic</i>	2	03	16	<i>Silvie</i>	2	17	23
<i>Idler</i>	2	08	40	<i>Phantom</i>	2	19	59
<i>Dauntless</i>	2	09	48	<i>Madgie</i>	2	21	14
<i>America</i>	2	15	25	<i>Cambria</i>	2	27	19

It was a broad reach back to the Spit buoy, and one after another the snow-white kites were broken out and sheeted home until the racers were buried under a cloud of canvas as they tore along at a ten-knot clip, *Dauntless* doing the seven miles of the leg in 41 minutes. *Cambria* picked up some on this reach, but did not alter her position in the fleet, being 23 minutes behind the leader, *Magic*, and hopelessly beaten. As she poked her nose inside the Hook and her crew were getting ready to jibe around the Spit buoy for the run home, a hard puff off the land carried the Englishman's foretopmast with it.

She kept right on going, however, though she lost a little time as the crew cleared away the mess, and jibed around the mark still in eighth place.

The run up the bay with a freshening wind and strong flood tide was made in fast time, though the British boat lost some four minutes more and fell back to tenth position, where she finished 27 minutes and 3 seconds, actual time, after the *Magic*; when the time allowance was applied, this time was stretched out to 39 minutes and 12 seconds.

The times of the boats that finished are given in the following table:

Schooners—Start, 11:26:00 A. M.

NAME	FINISH	ELAPSED	CORRECTED
		TIME	TIME
	H. M. S.	H. M. S.	H. M. S.
<i>Magic</i>	3 33 54	4 07 54	3 58 26.2
<i>Idler</i>	3 37 23	4 11 23	4 09 35.1
<i>Silvie</i>	3 55 12	4 29 12	4 23 45.3
<i>America</i>	3 47 54	4 21 54	4 23 51.4
<i>Dauntless</i>	3 35 28½	4 09 23½	4 29 19.2
<i>Madgiè</i>	3 55 07	4 29 07	4 29 57.1
<i>Phantom</i>	3 55 05	4 29 05	4 30 44.5
<i>Alice</i>	4 18 27½	4 52 27½	4 34 15.2
<i>Halcyon</i>	4 03 08	4 37 08	4 35 35.9

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<i>Cambria</i>	4 00 57	4 34 57	4 37 38.9
<i>Calypso</i>	4 15 29	4 49 29	4 40 21.3
<i>Fleetwing</i>	4 02 09½	4 36 19½	4 41 20.5
<i>Madeleine</i>	4 14 46	4 48 46	4 42 35.4
<i>Tarolinta</i>	4 10 23	4 44 23	4 47 29.2
<i>Rambler</i>	4 51 35½	4 51 35½	4 48 35.5

Thus the first attempt to lift the Cup failed, the faint-hearted and the doubters were silenced, and it was proved that we had not retrogressed in yacht designing and sailing, but could still hold our own with the best England could produce. The old *America*, finishing fourth in a fleet of newer boats, still beat the *Cambria* 13 minutes and 3 seconds, actual time. The practice, however, of racing a fleet against one boat is never one to be commended, is at best unfair and unsportsmanlike, and it is pleasant to chronicle that this was the last race in which a challenger was called upon to face these conditions.

Mr. Ashbury took his defeat in good part and with sportsmanlike spirit, and had many courtesies extended to him during his stay on this side. He accompanied the New York Yacht Club on its annual cruise, in the *Cambria*, and several matches were arranged off New-

port between the British yacht and different American schooners, all of which were won by our yachts except one race with the *Idler*.

Though evidently not the equal in speed of the American yachts, Capt. R. F. Coffin, a well-known yachting authority of that day, says this regarding her in his excellent book on the *America's Cup*:

"I have always regarded the *Cambria's* model as one of the finest in the very fine collection in the rooms of the New York Yacht Club. I was on board of her during several of her races, and I think her failure to win was due to clumsiness of rig, rather than to defect of model."

Cambria was taken back to England, where she was soon after sold for commercial purposes. For a long time she was engaged in the West African coasting trade, and up to a few years ago, when she was lost, she made money for her owners in the humbler occupation to which fate condemned her.

CHAPTER V

MR. ASHBURY'S SECOND ATTEMPT TO WIN THE
CUP—THE "LIVONIA," "COLUMBIA," "SAPPHO"
RACE.

ON his return to England late in the autumn, Mr. Ashbury immediately set about building a new schooner, as he had determined before he left America to make another attempt for the Cup the following year. He felt, however, though he had not made a formal protest at the time, that it was unfair and not in accordance with the terms under which the Cup was held to require him to sail against the whole New York Yacht Club fleet, and he entered at once into negotiations with the club to decide this, and some other points at issue, before the next race.

There followed a heated "sea lawyers'" controversy extending over many months before matters were finally settled. It is not necessary

to go into the whole correspondence, though much of it is interesting. Summed up, it ran as follows:

The first question in dispute was whether or not the New York Yacht Club would make him sail against a whole fleet as before. This, he contended, was wholly against the letter and intent of the deed, which distinctly called for a "match" race. If, however, the New York Yacht Club still insisted on its previous interpretation, he declared he would then get as many yacht clubs as possible in Great Britain to challenge, each naming his new vessel, the *Livonia*, as its representative, and with this authority he would claim the right to race the New York Yacht Club fleet in one race for each club, that he represented; and any race which he might win should entitle him to the Cup for the club which he happened to represent in that particular race.

This fanciful little plan was blocked by the New York Yacht Club finally submitting, in the spring of 1871, its position in the matter to Mr. George L. Schuyler, the then sole surviving member of the original syndicate which presented the Cup to the club. Many yachtsmen

on both sides of the water felt that the club's position was untenable; that it was asking a challenger to sail under conditions which were condemned as unfair and unsportsmanlike by the owners of *America* when they won the Cup, and that the meaning of the word "match" as applied to yacht racing was a race between two boats. .

Hence Mr. Schuyler's letter to the club giving his views on this disputed point was gratifying to these fair-minded yachtsmen. It was as follows:

"I think any candid person will admit that when the owners of the *America* sat down to write their letter of gift to the New York Yacht Club, they could hardly be expected to dwell upon an elaborate definition of their interpretation of the word 'match,' as distinguished from a 'sweep-stakes' or a regatta; nor would he think it very likely that any contestant for the Cup, upon conditions named by them, should be subjected to a trial such as they themselves had considered unfair and unsportsmanlike. . . .

"It seems to me that the present ruling of the club renders the *America's* trophy useless as a 'Challenge Cup,' and that for all sporting

purposes it might as well be laid aside as family plate. I cannot conceive of any yachtsman giving six months' notice that he will cross the ocean for the sole purpose of entering into an almost hopeless contest for the Cup, when a challenge for love or money to meet any one yacht of the New York Yacht Squadron in any fair race would give him as great a triumph, if successful, or if his challenge were not accepted, as his heart could desire. If the ownership of the *America's* Cup depended upon the result it would add greatly to the interest of the match; but the absence of that inducement would scarcely compensate for the long odds of sailing against the whole fleet. . . .

"When the word 'match' is used in horse-racing or kindred sports without any qualification, it means a contest between two parties—and two only. If A offers to run his horse against B's horse for \$1000, and this offer is accepted, it is a 'match'; but if C desires to participate by entering his horse and by putting up his thousand dollars, the match becomes a 'sweepstakes.'

"The same rule applies to yachts. The *Vesta* and *Fleetwing* made a match for a large

sum to sail across the Atlantic. When the *Henrietta* was admitted into the contest it became 'a sweepstakes.' "

The New York Yacht Club accepted, somewhat reluctantly, this interpretation, but though it conceded the point it still reserved the right to meet the challenger with any yacht it pleased in any of the races sailed, picking four yachts and only naming its representative on the morning of the race. Thus, while only matching one boat in each race against the challenger, it could pick out on the morning of the race a light weather or a heavy weather boat, as conditions warranted, or in case of accident could substitute any one of the four it saw fit.

While agreeing to these terms, Mr. Ashbury still had two more points he wanted settled. He desired the Americans to meet him with a keel boat of somewhat the same type as his new vessel, as he contended it would be unfair to race a light displacement, centerboard yacht against a sea-going keel schooner. This the New York Yacht Club would not agree to, reserving the right to race with any type of boat it chose, and Mr. Ashbury finally accepted their ruling on the point. As a matter of fact,

the New York club named as its representatives for the race two centerboard and two keel schooners.

The other point at issue was the selection of the course. The challenger objected to the New York Yacht Club inside course, claiming that it was an unfair course for a foreign yacht, as knowledge of local conditions played an important part in sailing it. He asked for a series of races outside Sandy Hook, free from headlands. This point was finally compromised by alternating the courses between the regular New York Yacht Club course (the inside one) and one of twenty miles to windward and return outside Sandy Hook lightship.

At this stage of the negotiation the date had advanced to May, and it was then too late to give the required six months' notice of a challenge if a race was to be sailed in 1871. So on May 27, Mr. Ashbury asked the club if it would waive the six months' clause and give him a race in October, as *Livonia* could leave England September 1st. This the New York Yacht Club agreed to do, and preparations were made to race in that month.

The waiving of the six months' notice did not

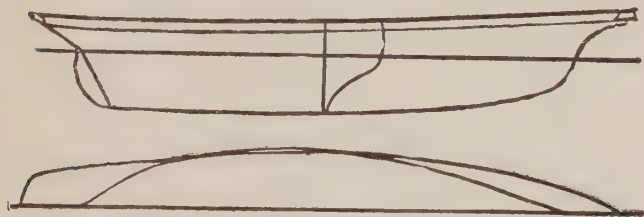
at all settle the pen and ink contest, however, for on June 15th Mr. Ashbury wrote asking for a series of twelve races, and sending certificates of representation from twelve English yacht clubs naming his new boat as the challenger. The New York Yacht Club agreed to meet him in twelve races, but only to recognize the challenge of one of the clubs named, the Royal Harwich Yacht Club.

On Mr. Ashbury's arrival here negotiations were again resumed and became acrimonious before all the details were finally settled. At one time it looked as if the race would fall through entirely, Mr. Ashbury still maintaining his right, under the strict terms of the deed, to sail a race for each of the clubs which he represented, and if he won any race to claim the Cup for that particular club. Finally it was agreed to sail a series of seven races, alternating the courses between the inside one and one off the Hook, the winner of four to take the Cup, only the Royal Harwich Yacht Club being recognized, the first race to start October 16th.

The new challenger, *Livonia*, left Cowes on September 2d and after a slow and tempestuous passage of twenty-nine days, during which she

was hove to in a hurricane, and lost sails, broke her foreboom, and carried away her bowsprit, arrived at Staten Island on October 1st. She had proved herself a fine, able sea boat, but the weather conditions did not allow of any show of speed.

She was built at Ratsey's yard at Cowes and was supposed to be a decided improvement on *Cambria*, having finer lines and a much larger sail area. Her dimensions were: Tonnage, old



Livonia, 1871.

measurement, 280 tons; tonnage for racing, 264 tons; length between perpendiculars, 115 feet 2 inches; beam, 23 feet 7 inches; draught of water, 12 feet 6 inches. It will give some idea of the immense power of the yacht to mention that the length of the mainmast from hounds to deck was 68 feet, and that of the foremast 64 feet.

According to the English sporting papers of

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the time, her bow was very much like the old *America's*, and also that of the later American yachts, while her midship section was a combination of *Cambria's* and that of the American schooner *Sappho*. Her forefoot was cut away considerably.

She did not create much uneasiness among American yachtsmen, and it was not considered necessary to build a new vessel to beat her. The four boats that were finally chosen by the New York Yacht Club to defend were the two cen-



Schooner *Columbia*.

terboard schooners *Palmer* and *Columbia*, both noted as fast, light weather boats, and the keel schooners *Dauntless* and *Sappho*, the latter much improved by alterations made by "Bob" Fish after her first unsuccessful season in English waters. She was now considered a very fast boat, especially in a breeze.

On the day of the first race, October 16th, the wind was light to moderate and the committee of the New York Yacht Club chose *Columbia* as their representative. The course was the in-



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The centerboard schooner Columbia, which beat Livonia twice in 1871, yet lost the only race for the Cup to the present time.

side one, starting from anchor, and the starting signal was given at 10:40 A. M.

On the crack of the gun mooring cables were slipped, headsails sheeted home and, heeling to the northwest breeze, the two yachts were off, stretching down through the Narrows with sheets well off, and followed by the ever-present fleet of excursion vessels. As a contest the race was uninteresting. The lighter American "skimming dish," as the crew of *Livonia* styled their adversary, which drew only five feet of water while the English yacht drew 12½, slipped along so fast in the light breeze that, passing out of the Narrows, only about a mile and a half from the start, she was three minutes ahead. At the outer mark she was nearly fifteen minutes ahead, and at one point of the race she had fully forty minutes' lead on her rival. Toward the finish she was becalmed under the Staten Island bluffs at Fort Wadsworth, and *Livonia* closed up somewhat; but the *Columbia* sagged across the finish line 25 minutes and 28 seconds ahead, which, with the addition of the 1 minute 46 seconds allowed her by the Englishman, gave her the race by 27 minutes and 4 seconds, as the following table of the times at the various marks will show:

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NAME	SPIT			LIGHT-SHIP			SPIT			FINISH		
	BUOY						BUOY					
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Columbia</i>	12	04	00	1	23	53	3	50	13	4	57	32
<i>Livonia</i>	12	08	00	1	38	31	4	31	00	5	23	00

NAME	ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.
<i>Columbia</i>	6	17	42	6	19	41
<i>Livonia</i>	6	43	00	6	46	45

Two days later, on October 18th, the second race was started, the course, according to the terms of agreement, being a windward and leeward one of twenty miles and return, starting at Sandy Hook lightship. Everything would have been well if the course had been laid out as called for, but with a west-northwest wind of fair strength in the early morning, the course, for some reason or other, was laid east-northeast, or fully four points off a true leeward and windward one. By the time the race started it had "piped up" to a cracking, whole sail breeze, which continued to freshen throughout the contest.

After considerable discussion in the early morning, before the breeze had stiffened, the American committee again chose *Columbia* as

their representative. When sailing instructions were issued nothing was said in them about which way the outer mark was to be turned. Noting this point, the owner of *Columbia* went aboard the committee boat for fuller instructions, being told "that it could be left on either hand," a fact of which the *Livonia's* crew were in ignorance.

The *Livonia* was first off, getting over the line well in advance of *Columbia*. With a quartering breeze, she hung all her kites aloft and "tore up" the twenty miles of water to the outer mark at a great rate, reaching the stake boat over two minutes ahead of her American rival. Here, owing to the lack of any instructions to the contrary, the skipper of *Livonia* jibed around so as to leave the mark on the starboard hand, that being the racing rule in England when not otherwise specified. This was a difficult thing to do in the heavy breeze that prevailed. He had a club topsail aloft and was forced to jibe "all standing," as the saying is, and in doing so was set well down to leeward before he could get his sheets flattened down for the close reach back.

Columbia came down on the mark, and her

skipper, knowing that he could turn either way, naturally luffed around it (as the *Livonia's* skipper would have done had he known), trimming in his sheets as he turned, and cut in between the *Livonia* and the mark boat, thereby taking the lead.

With the wind four points on the quarter coming down, it was naturally a close reach home instead of a beat, and the leg was in no sense a windward one, not a tack being made by either boat. The wind had hardened to a moderate gale and *Columbia's* crew were obliged to shorten sail, taking in topsails and furling the foresail. Even then she had all she wanted. *Livonia* hung on to her topsails and sailed a grand race, but could not catch the flying centerboarder, *Columbia* crossing the line 5 minutes and 16 seconds ahead, and, when her time allowance was added, winning by 10 minutes 33 $\frac{3}{4}$ seconds.

On finishing, Mr. Ashbury immediately lodged a protest against the *Columbia* on two counts; first, that by rounding the outer mark as she did she violated the sailing regulations and thereby gained a decided advantage, and second, "in the interest of general match racing,

and the danger of violating such regulations by the most obvious unfairness," quoting the exact words of the protest.

This protest was not allowed by the New York Yacht Club committee, which held that in the printed copy of the sailing rules the omission to specify which way the outer mark should be turned left the choice optional. It may be remembered in this connection that almost the same thing happened when the *America* won the Cup, the *Brilliant* protesting her for passing the wrong side of a lightship, and the English committee holding that in the lack of definite instructions she had the option of passing on either side.

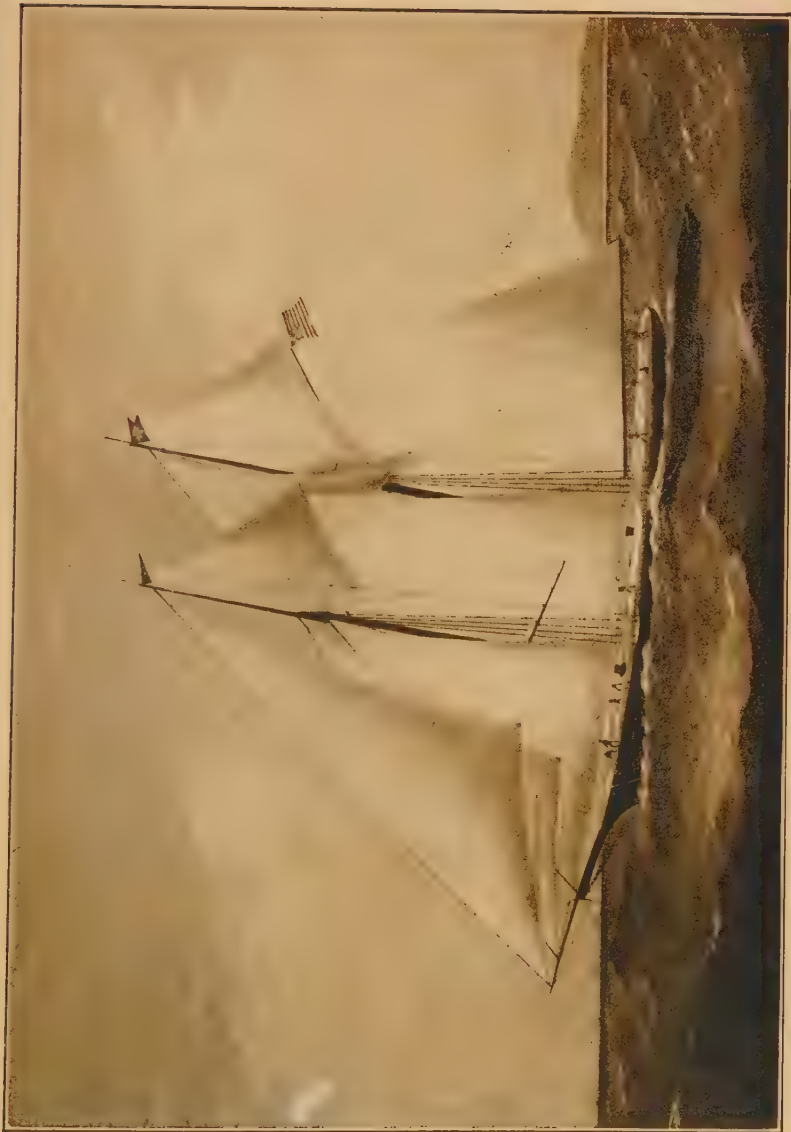
Mr. Ashbury also objected to the course not being a leeward and windward one, as agreed upon, claiming that *Livonia* would have had the advantage of the centerboard boat in a hard thrash, as she undoubtedly would.

The third race was scheduled for the following day, over the inside course, and *Columbia* was again chosen as the defending boat. This did not please her crew any too well, as they claimed that they were worn out by the strain of the two previous races, a claim that could

have been made with equal justice by *Livonia's* crew. There were rumors that they had been celebrating their victory too freely and were not in shape to sail. At any rate, subsequent events should not be charged to, or excused on, these grounds.

The race was discreditable from our standpoint from the very start. In the first place, *Columbia* was late getting to the line, as her crew had not expected her to be chosen again, and it was after twelve o'clock when the race was finally started, the *Livonia* waiting until the American defender showed up. The wind was southwest, and fresh, not *Columbia* weather, but *Dauntless*, which was the committee's choice, had carried away some of her rigging, and *Sappho*, the other heavy weather boat, was not on hand.

Columbia bungled the start, *Livonia* getting away well in the lead. It is but just to say that the captain of *Columbia* had been slightly injured in the previous race, and while on board, could not steer the yacht himself. Passing out of the Narrows the Englishman was three minutes ahead, but once clear of the Staten Island hills, *Columbia* began eating up the distance



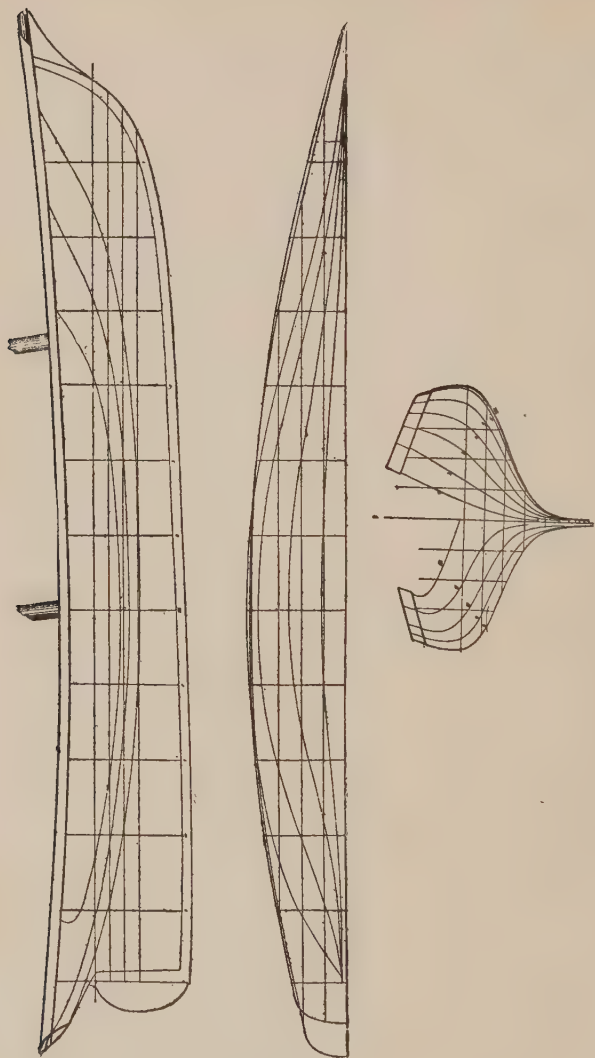
Sappho, Queen of the Seas. One of the defenders against Livonia in 1871.

that separated her from the flying leader and had almost caught her at the Spit buoy, where they turned to go out to the lightship. At this point *Columbia's* flying jib stay parted, letting the sail stream out to leeward, and she lost some six precious minutes before they could get it in and get her on her course again.

As if this was not enough misfortune for one day, after nearly holding her own to the lightship, which she rounded about a mile astern of *Livonia*, she broke her steering gear on the way back and became unmanageable, so that the mainsail had to be taken off, and she ran up the bay before the favoring breeze under forward canvas only, crossing the line 19 minutes and 33 seconds behind *Livonia*. When time allowance was applied this was reduced to 15 minutes and 10 seconds.

The count now stood two to one in favor of America, and the *Sappho* was chosen to meet the *Livonia* in the next race, this ending *Columbia's* connection with the series.

The fourth race was held two days later, October 21st, and was a windward and leeward one of 40 miles, starting from Sandy Hook lightship. The wind was light southerly at the start,



Lines of *Sappho*, one of the defenders of 1871.

and it looked more like *Columbia's* weather than *Sappho's*. The course was set at S.S.W., as the committee expected the wind to haul, which it did, making the first leg a perfect windward one.

The *Sappho's* skipper got the best of the start, putting his boat over the line 1 minute and 52 seconds ahead of the English yacht, which was sluggish in the light breeze. The yachts tacked toward the weather mark in slow hitches, without either gaining any decided advantage, until about three o'clock, when the breeze hardened and was soon blowing a reefing breeze. *Sappho* hung on to her topsails until she was pretty well buried, finally taking them in. The sea was making up hard and fast and *Sappho* gave a grand exhibition of sailing. Buried until her lee rail was well under, she walked out to windward in a way that made *Livonia* appear to be standing still; in an hour she had obtained a lead of about 28 minutes and was some two miles ahead when she turned the outer mark. She was frequently buried nearly to her hatch coamings, and a small boat that was stowed in the cockpit, to get it out of the way, was washed overboard and lost. With it, it is said, went a brand new rub-

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ber suit owned by Commodore Douglas, the yacht's owner, bought that morning and stowed away in the boat in case the weather became "dusty."

On the run back *Sappho* was never pushed, though she averaged 12 knots for the entire leg, making the 20 miles in 1 hour 42 minutes and 14 seconds. She crossed the finish line over 33 minutes ahead of her rival, the time of the race being as follows:

NAME	START			FINISH			ELAPSED		CORRECTED			
							TIME		TIME			
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Sappho</i>	12	11	00	5	44	24	5	33	24	5	36	02
<i>Livonia</i>	12	12	52	6	17	30	6	04	38	6	09	23

Two days later the last race was sailed over the inside course. It was getting late in the fall for yacht racing, October 23, and fresh breezes were looked for, so *Sappho* was again chosen, though the *Palmer* was on hand if the committee wanted to put in a light weather boat as best suited the inside course.

The breeze was fresh at the start, and though *Sappho* had both working topsails aloft, the *Livonia* was content with the main, her fore-topmast being housed, a common practice of the

period when it blew so that a topsail could not be carried.

Livonia was first away and worked out a nice little lead of several minutes which the *Sappho* was some time in overcoming. Going down the lower bay, the American schooner soon "found herself." In the W. by S. wind, making a broad reach of the first leg, she traveled like a torpedo boat, and before the outer mark was reached she had worked through *Livonia's* lee and taken the lead. On the beat back from the lightship to the Spit buoy she again demonstrated her windward superiority and opened up a lead of 24 minutes. The *Livonia* could not gain on the run home and was 26 minutes and 36 seconds astern at the finish, as the following table shows:

NAME	START			FINISH			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Sappho</i>	11	21	00	3	59	05	4	38	05	4	46	17
<i>Livonia</i>	11	21	00	4	25	41	5	04	41	5	11	44

This race officially ended the series, the American boats having won four races out of the seven, as specified in the agreement.

Mr. Ashbury had other views on the matter,

however, and he claimed a continuation of the series on these grounds: That his protest in the second race against *Columbia's* turning the mark the wrong way should be allowed. (He had already notified the committee that he sailed the third race without prejudice to that protest.) The third race he had already won, making two races, and that the series should be continued; in the event of his winning the sixth and seventh races he would claim and be entitled to the Cup.

In his letter he goes on as follows: "The *Livonia* will be at her station to-morrow for race No. 6, if the committee decides to entertain my claim. If not, I hereby give you notice that I shall sail twenty miles to windward and back, or to leeward, as the case may be, and as already requested I notify you to send a member of the club on board to see that the rules of the club are complied with. If no competing yacht is at the station, the *Livonia* will sail over the course, as also on Wednesday, the 25th, at the same time."

This claim was so preposterous that the New York Yacht Club committee did not reply to it, other than to acknowledge its receipt.

The next day a private match between the

Livonia and the *Dauntless* was arranged and sailed off the lightship, twenty miles and return, windward and leeward. *Dauntless* won, but Mr. Ashbury claimed that as this was a private match and the New York Yacht Club did not send a boat against him, *Livonia's* going over the course entitled her to the sixth race. Likewise the following day he was at the line ready to start, and no boat appearing to meet him, he claimed that race, though he did not then even go through the formality of going over the course; and so by virtue of four races thus won by *Livonia* he demanded the Cup. As Captain R. F. Coffin puts it, it was "something like the boarding house keeper's reckoning with the poor sailor: 'Five dollars you had, and five you didn't have, and five I ain't going to give you; an' that makes fifteen.'"

The New York Yacht Club couldn't see it that way, and Mr. Ashbury went home in a rare pet, charging the club with unfair and unsportsmanlike actions, criticising its time allowance rules, etc., and threatening if he ever came after the Cup again to bring his lawyer with him and take the decisions to the courts.

The whole series was very unsatisfactory and

stirred up much bad feeling between the two countries. The people of this country were heartily tired of Mr. Ashbury and his letters, and after his departure the New York Yacht Club returned to him three cups he had presented to the club the year before.

Out of the controversy, however, some good had come, for it cleared up a number of disputed points and opened the way to better and fairer racing for the future.

CHAPTER VI

CANADA TRIES FOR THE CUP—THE MATCHES OF 1876 AND 1881

AFTER Mr. Ashbury, with his letter writing propensities, had departed, the New York Yacht Club came in for some pretty severe criticism in England—criticism which the facts, especially as to the last series, did not warrant. The club had conceded many points beyond those imposed under the strict wording of the deed of trust and had shown *Livonia's* owner much consideration in face of a persistent and trying controversy over details; and while the sporting odds were still largely in our favor and the terms were not entirely what we would call fair and sportsmanlike in the light of present day standards, Mr. Ashbury had accepted the conditions agreed upon before starting and should have taken his defeat in better part. Even some of the English sporting papers did not support him in many of his absurd claims.

However, the feeling engendered was sufficient to keep any other English yachtsman from attempting to lift the Cup for many years; and when the next challenge was received it was from an entirely different quarter.

Five years passed until, in the spring of 1876, a letter was received by the New York Yacht Club from the Royal Canadian Yacht Club of Toronto, challenging in behalf of Canada for a race that summer and asking the club to waive the six months' notice. The yacht named by the Canadians was the schooner *Countess of Dufferin*, owned by a syndicate headed by the vice-commodore of the club, Major Charles Gifford.

The New York Yacht Club was ready for a race and not only waived the six months' clause, but offered a series of three races instead of one, in July, one of them to be over the inside course, one over the outside, and the third to be determined by lot. It also gave Major Gifford the privilege, if he preferred, of sailing the races in the open water off Newport after the annual cruise.

But Major Gifford asked even more than this and wanted the New York Yacht Club to name

one boat only to meet the Canadian yacht, instead of a number of boats, one of which was to be picked the day of the race. His position, as he stated it, was that he had to name one boat which had to take all the chances as to light or heavy weather, and it was only fair to have the defenders do the same.

He was asking only what would be considered to-day a "square deal," and though under the terms by which it held the Cup the New York Yacht Club could have refused this demand if it saw fit, it is gratifying to note that by a vote of eleven to five it acceded to the challenger's request. Ever since then the club has followed this course and picked one boat only to meet a foreign yacht in races for the Cup, an action that undoubtedly was in line with the sportsmanlike spirit and intent of the original donors. There was a good deal of discussion of the matter at the time, some of the newspaper writers praising the club for its action and others blaming it, holding that Major Gifford should have been content with the same terms under which Mr. Ashbury raced, and insisting that in a yacht race it was perfectly legitimate for a club to accord to the other fellow just as little as possible, a posi-

tion that is, fortunately, no longer tenable in the light of present day sporting ethics.

The *Countess of Dufferin* was designed and built by Alexander Cuthbert, a Canadian builder of some note who had turned out a number of fast yachts. His most notable work was in the sloop *Annie Cuthbert*, which he built to beat an American designed yacht built by McGiehan of Pamrapo, N. J., which had "cleaned up" easily on Lake Ontario for several years. The *Annie Cuthbert* was successful against this boat, and a syndicate was formed to back Cuthbert in an *America's Cup* challenger.

It has been freely stated that Cuthbert had no originality and merely copied the American models. It is true that the American type was followed in most of his designs. That was natural, as this was the type most frequently seen on the Lakes and the one which he was called upon to meet. Though a "rule-of-thumb" designer, he did have ideas of his own as to hull form and he possessed considerable skill; his boats undoubtedly showed the influence of the prevailing American design, but it cannot fairly be said that they were merely copies, and nothing more.

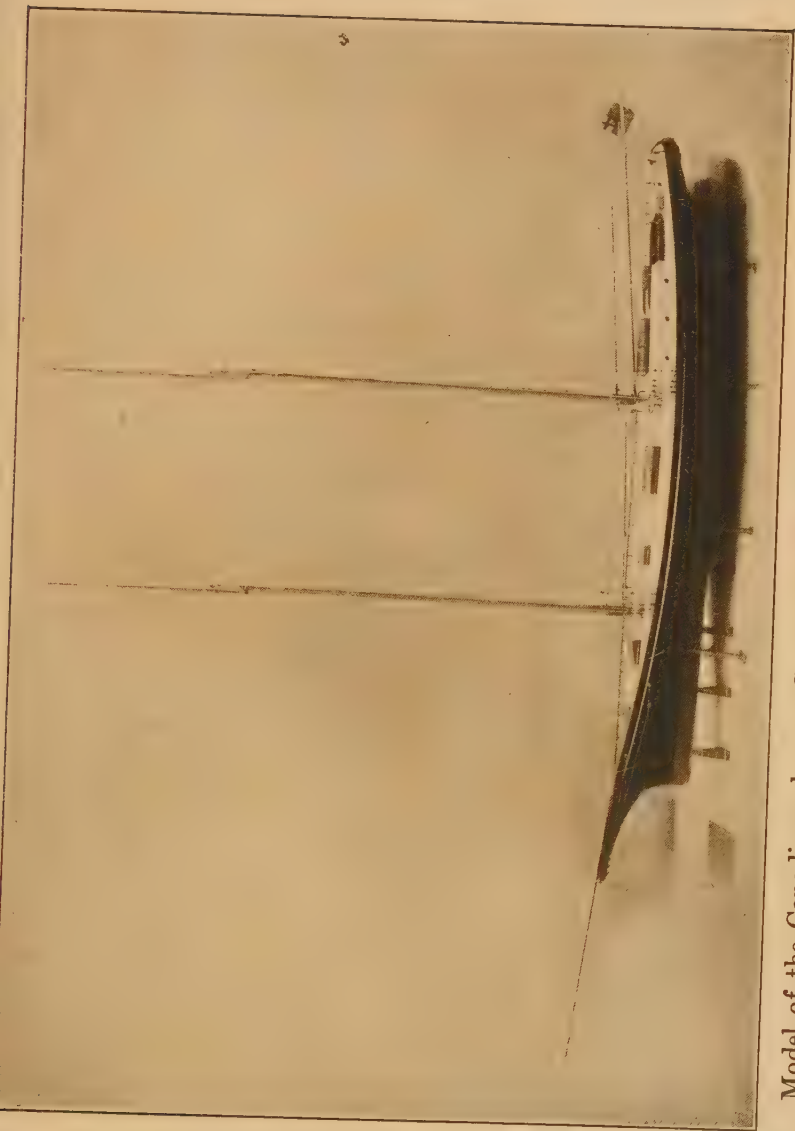
The *Countess of Dufferin*, and his later challenger, the *Atalanta*, were both handicapped by lack of sufficient funds, and thus suffered by being poorly rigged, equipped, and finished. It is said that funds ran short at one time during the building of the *Countess of Dufferin*, and it was proposed to finance the scheme by popular subscription, selling tickets at a low price, each ticket, or share, entitling the holder to a vote in the control of the enterprise. As far as is known, it was not necessary to resort to this expedient.

The *Countess of Dufferin* was finished in the spring of 1876 and sailed for New York by way of the St. Lawrence River and the Atlantic Ocean early in the season, arriving in New York after an ordinary passage on July 18 and immediately starting to refit. She was a "sizeable" schooner, being 107 feet long over all, 24 feet beam, and drawing 6½ feet (she was a center-board vessel), while she spread nearly 4000 yards of canvas. She was very sharp forward, and when she first anchored in New York harbor she attracted a great deal of attention and admiration, many people taking her at first sight for an American boat, so much was she like one.

She was rather poorly finished, however, and when she was hauled out to have her bottom painted it was noticed that it was as rough as a down East lumber schooner. She was extensively refitted here; among other things, her sails, which fitted like a suit of sailor's dungarees, were sent to Wilson, the famous American sailmaker, to be recut and made over.

The first chance to get a line on the abilities of the new challenger was in the Brenton Reef Cup race over an ocean course of 275 miles, when the *Countess* started with four American schooners (though she was not formally in the race) and was beaten so badly that the crews of all the boats forgot that she was on the course.

The boat which the New York Yacht Club picked to meet the Canadian challenger was the schooner *Madeline*, owned by John S. Dickerson, then commodore of the Brooklyn Yacht Club. There was no question that this boat was entitled to be called the "champion" American schooner, as she had been the most consistent racer in the fleet since 1873, and in that year is said to have won every regatta in which she started. She was built in 1868, as a sloop, by



Model of the Canadian schooner Countess of Dufferin, which challenged for the Cup
in 1876.

David Kirby, a well-known yacht builder of that day, and after suffering numerous alterations, including change of rig to a schooner, she later became one of the "fliers" of an unusually fine fleet of yachts. She was about the same size as the *Countess of Dufferin*, having an over-all length of 106 feet and 24 feet beam, her tonnage being a little more than that of the Canadian, though the two boats were of the same general type, and both were centerboarders.

After the disappointing showing made by his boat in the Brenton Reef race, Major Gifford, her managing owner, asked for a postponement to give him time to get some new light sails made, and it was finally arranged to start the first race, which was to be over the regular New York Yacht Club inside course, on August 11th. When the two boats appeared at the line that morning it was seen that the *Countess of Dufferin* not only had new light sails but a new fore and mainsail of American make as well.

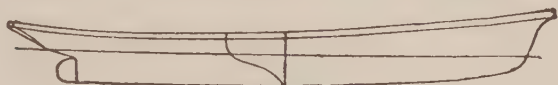
The *Madeline* had towed down from Greenwich, Conn., where she had been hauled out, and was in apparently perfect condition, her coppered bottom having been scoured and burnished and given a coat of oil and tallow to make it

*Madeline.*

slippery, while her top-sides had been "pot-leaded" until they were as slippery as glass. She was in great contrast to the *Countess*, which, though she had been hauled out and had her bottom smoothed and potleaded, still looked rough and unfinished.

The start this time was a flying one, the old method of starting from anchor having been

abandoned. As the two boats jockeyed for position before the starting gun, the skipper of the Canadian, Captain Cuthbert, threw away a splendid chance of going over first and getting his wind free, as he was coming down with a rap full and under good headway when the gun went at 11:15 A. M. But he bore off, and let *Madeline* have the windward berth, where she blanketed the *Countess*, killing her so that she was thirty-five seconds behind as well as down



Madeline.

to leeward. The wind was ahead, making it a beat down the ship channel to the Spit. *Madeline* immediately began walking away from the challenger and at the Hook was nearly ten minutes ahead.

The breeze outside was S.S.E. and the *Countess* tried to steal off to the southward, looking for a better slant to make up her lost ground; but the skipper of *Madeline* knew the game too well to let her go off alone and tacked after her. When they finally came about to lay the outer mark the *Madeline* overstood the lightship and

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lost some five minutes, the *Countess* judging the distance better and being only 4 minutes 41 seconds behind at the turn.

Both boats piled on their kites like homeward-bounders running down the trades, and, followed by a large fleet of excursion steamers and yachts, whose passengers were keyed up to see what the Canadian challenger could do in running, they tore along at a good clip. It was seen at the Hook that *Madeline* was outrunning the other, and she continued to draw ahead, finally crossing the line 9 minutes and 58 seconds ahead, elapsed time. Those who saw the race say that this time did not represent her true lead, as she lost the wind under the Staten Island shore and the boat astern moved up on her considerably.

The official time of the race was as follows:

NAME	ELAPSED CORR'T'D			
	START	FINISH	TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Madeline</i>	11 16 31	4 41 26	5 24 55	5 23 54
<i>Countess of Dufferin</i>	11 17 6	4 51 59	5 34 53	5 34 53
<i>Madeline</i> won by 10m. 59s.				

This first race settled pretty conclusively the merits of the two boats and the second race, the

following day, was chiefly interesting by reason of the presence of a third boat on the course, though, naturally, not in the contest. This was the old *America*, which, in racing trim and with a full racing crew aboard, went over the line after the last boat had started and sailed over the course with the contestants.

The second race was an outside one of twenty miles to windward and back. This day the *Countess of Dufferin* was sailed by Captain Joe Ellsworth, a noted New York yacht skipper, though of course Cuthbert was on board. The breeze was light, freshening somewhat during the contest, but dying away again toward sunset, as the yachts were coming home.

The start was postponed until after noon and when the signal was finally given the *Madeline* again outmaneuvered the *Countess* and slipped over thirty-four seconds ahead of the latter. Right in the *Countess's* wake came the old *America*, spick and span, her crew trimming in her sails as if they were after the Cup themselves and had forgotten that she was twenty-five years old with her racing career behind her.

The course was S.S.E. and the three boats made one long tack to the eastward, holding it

for about three hours in the light wind. During this time the Canadian yacht kept sagging off to leeward, though she footed well, and when the three boats finally came about to fetch the mark it was seen by the diminished fleet that followed that she was some three-quarters of a mile astern and that the *America* had slipped in between her and the *Madeline*.

The boats did not round the outer mark until after five o'clock in the afternoon, when it was seen that the *America* was only three minutes behind the *Madeline* (she had started $4\frac{1}{2}$ minutes behind her) and about nine minutes ahead of the *Countess*. This was a grand showing for the old boat, when it is remembered that the weather was light and the *America* was a heavy displacement keel boat, while the others were light draft centerboarders.

The run home in the falling wind and fading light was slow and uninteresting, though picturesque, as the three boats, two of them modern racers and one an old-timer, with every rag hung aloft that would catch the faintest zephyr, stood up darkly against the western sunset and slipped almost noiselessly through the water.

It was dark before the leader, the *Madeline*,

finished. Less than twelve minutes behind her came the good old *America*, and after eight o'clock, with the high hopes of her crew dashed, came the *Countess of Dufferin*. So the series came to an end, the Cup remaining in the New York Yacht Club locker until someone else had the hardihood to challenge.

The three yachts were timed in this race as follows, the *America's* time being only shown for comparison, as she was not in the race:

NAME	ELAPSED CORR'T'D			
	START	FINISH	TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Madeline</i>	12 17 24	7 37 11	7 19 47	7 18 46
<i>Countess of Dufferin</i>	12 17 58	8 03 58	7 46 00	7 46 00
<i>America</i>	12 22 09	7 49 00	7 26 51	7 26 51

Madeline beats *Countess* 27m. 14s., and *America* beats *Countess* 19m. 9s.

After the race the *Countess of Dufferin* was stripped and laid up at New York, and then the financial troubles that had beset her since she was launched began to come to a head. Captain Cuthbert, who owned the largest share in her, attached her in an effort to force Major Gifford to sell his share. Cuthbert still had faith in her and it was said to be his intention to get control

of her, raise enough money to alter her with a view to making her faster, and then to challenge for the Cup again.

These plans fell through and she was finally sold at a sheriff's sale to satisfy some claims against her and eventually found her way back to Canada, later being sold to a Chicago yachtsman, who raced her on Lake Michigan.

While this was the end of the *Countess of Dufferin*, it was by no means the last of her designer and captain in *America's Cup* affairs. Five years went by without another challenge from any country, and during these years Cuthbert was busy turning over ways and means to have another "shy" at the famous "mug." In 1881 he had acquired sufficient backing to go ahead with a yacht from his own design, and in the spring of that year started to build a center-board sloop, following very much the model of his successful sloop *Annie Cuthbert*, with some refinements that his observations during the years since she was built had dictated.

Cuthbert at this time was a member of a small but progressive yacht club on Lake Ontario, called the Bay of Quinte Yacht Club, and on May 16th the secretary of that club sent a chal-

lenge for the Cup to the New York Yacht Club on behalf of Alexander Cuthbert, naming the new sloop, which was then on the stocks and was to be christened *Atalanta*, as the challenger. As usual, the challenge asked the New York club to waive the required six months' notice so that the race could be sailed that autumn. It seems strange that in three out of the four races for the Cup up to that time the challenge was so late in coming that the six months' clause had to be waived in order to get a race, a thing that might have put the New York Yacht Club at a great disadvantage if it had been necessary to build a boat to defend.

The New York Yacht Club called a meeting on receipt of this challenge and not only agreed to waive the required notice, but to sail a series of three races in September, instead of only one,

Then followed a further request from the Canadian yacht club for the New York Yacht Club to define its position on sailing one boat against the challenger or claiming the right to name any boat it saw fit for each race. To this last request the *America's* Cup committee in referring the matter to the flag officers of the New York Yacht Club said, "We do not doubt the right of

the club to reserve an answer to this question, or, under the terms of the deed of gift, to take the position that it is entitled to name a boat on the morning of each race, but our judgment is that the most liberal and sportsmanlike terms should be offered to the challenging yacht; and we understand that this is in accord with the wishes of the club, as expressed at the recent meeting by the unanimous adoption of Vice-Commodore Smith's resolution. We are therefore of the opinion that we should, in reply to the communication referred to, notify the Bay of Quinte Yacht Club that the same boat will be sailed against the *Atalanta* in all three races."

In this view the officers of the club fully concurred, saying, "We sincerely trust that the interpretations of the deed of gift may be so liberal and sportsmanlike as to be beyond cavil." A fine stand, surely, and set forth in fine words. And yet the Club and its policy came in for a torrent of abuse, strangely, from both sides. As showing the animus that prevailed in the minds of some Canadian critics it is interesting to quote the following from the *Toronto Globe*, a few days before the final decision of the New York Yacht Club was announced:

“The New York Yacht Club is to be congratulated upon the accommodating spirit shown in the acceptance of the challenge of the Bay of Quinte Yacht Club, notwithstanding several informalities therein. But the terms of the letter of acceptance leave no doubt that the New York Yacht Club is again about to resort to the discreditable tactics it has formerly adopted in order to avoid all danger of a fair contest.

“The claim is made that there must be a series of three matches. This is nothing but fair, as yachting is essentially a pastime in which accident takes a great share. But the New York Yacht Club’s idea of fairness and courtesy toward any foreign vessel that seeks to win the Queen’s Cup is this:—The challenge is considered as being directed to the club as the owner of a great number of yachts, and in sailing the three races the club reserves till the morning of each day’s race the nomination of the vessel which is to represent it. If there is a gale blowing the first day, a vessel of specially seaworthy quality is designated; if there is almost a dead calm on the second day, a ‘skimming-dish’ is set to the work of polishing off the foreigner; and whatever the weather may be on the third day, a

vessel exactly suited to such weather will be found on hand at the starting point.

"It has never been open to doubt that the New York Yacht Club has adopted this elaborate system out of a determination to retain the Queen's Cup at all hazards. Nothing short of a whole flotilla of yachts would stand any chance in such a skin-game as this competition has made. . . .

"The New York yachtsmen protested, after she had been beaten, that the *Countess of Dufferin* was of no account whatever against their cracks. Let them now show a practical reliance upon their own opinions and enter upon the new race with another vessel by the same builder under such conditions as the common sense of the world says are fair. The strained interpretations of a police court pettifogger ought not to prevail in a matter connected with such a noble pastime as yachting."

After reading this masterful stricture, it is pleasant to turn to an American newspaper writer's opinion of fair play and of the New York Yacht Club's announced position in this series:

"We view the making of this match to sail a

single yacht against the challenger as conceding advantages to which no challenging party is entitled, either by the equities of sporting law or conditions named in the deed of trust. This historic emblem is no prize-fighter's belt. It was won by sailing against the fleet *par excellence* of the world, and the present indications are that the Canadians will make the attempt for its possession with a craft equal to any of our own; but should the challenging party to this single-handed match of 'best two in three' trials beat our craft (not a remote probability at this time, at least), would this yacht show one 'jot' or 'tittle' of that superiority, naval and nautical, of which this trophy is a symbol? Certainly not. . . .

"Not for a moment do we suppose that our yachtsmen wish to 'toss a copper' for the possession of this Cup; but in what else are these single-handed matches culminating? Fancy the plucky Stevens, who would 'flip' a dollar for thousands, after ploughing three thousand miles of deep-blue water to wrest the trophy from the Royal Yacht Squadron, challenged to stake it on a single-handed race of 'skimming dishes.' Any craft challenging for this Cup, in our opin-

ion, should sail against all of her class that could be mustered, and therefore these single-handed matches, and also the waiving of any conditions named in the deed of trust, constitute a bad precedent. . . .

"It is an axiom in sport that 'a good match is won when made,' and really our yachting friends, guardians of the *America's* Cup, do not shine as matchmakers."

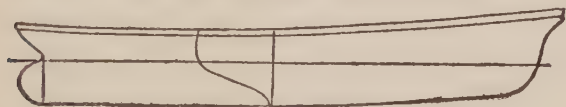
Can you beat it? Between two such antipodean viewpoints the poor *America's* Cup committee was in a bad way. However, it went on arranging matters according to its lights to bring about a fair race.

The Canadian boat was delayed in building, as yachts usually are, and the summer slipped away before she took the water, making a postponement of the race necessary. She was finally launched on September 17, and after a very brief try-out was made ready for the journey to New York, which was started early in October. Then it first became known that the yacht was to come to New York via the Erie Canal, instead of the St. Lawrence and ocean highway.

She was 70 feet long over all, 64 feet on the waterline, 19 feet beam, and drew 5 feet 6 inches

without board, and with board down 16 feet 6 inches. She was so wide that to get her through the canal locks it was necessary to list her over on one side by shifting her ballast, and with her spars lashed on deck she was towed through the canal in this ignominious style, and did not reach New York until October 30, long after the yachting season had closed.

Meantime, the flag officers and race committee

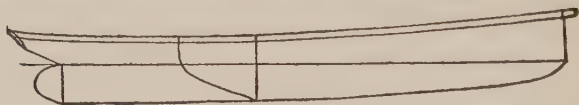


Atalanta.

of the New York Yacht Club had not been idle. This was the first yacht of sloop rig to challenge for the Cup and the fleet of large sloops in this country did not nearly equal the schooner fleet either in size or caliber. The only large sloops in the club were the *Mischief*, *Gracie*, *Fanny*, *Vision*, and *Hildegard*, and while these might do, it was thought best by the flag officers of the club to be on the safe side with a new boat. So they went to David Kirby, the builder of the last defender, *Madeline*, and also of the very fast sloop *Arrow*, owned outside the club, and asked him what he could do. He guaranteed to build a

sloop that would be faster than the *Arrow*, and though the time was short, it being then late in the spring, the boat was laid down, and was ready in time for the trial races in October.

This boat was called the *Pocahontas*, and she was the first boat built especially to defend the Cup. Likewise this was the first year it was thought necessary to hold trial races to pick the defending yacht, and on October 13th, the Canadian yacht being still on the raging Erie Canal,



Mischief.

these four crack sloops met in New York Bay for the first race of the trial series: *Mischief*, *Gracie*, *Pocahontas*, and *Hildegard*. It was blowing fresh and *Gracie* and *Pocahontas* lost their topmasts, *Mischief* winning. *Gracie* won the second race, beating *Mischief* nearly 4 minutes, while the new sloop was far behind. *Mischief* beat *Gracie* in the third race by 14 seconds, and the *Pocahontas*, which turned out a failure, much to the disappointment of her owners and builder, was placed out of commission.

As a result of these races the *Mischief* was

chosen to represent America in the Cup races, though the decision was not announced until the day scheduled for the first international race. This delay in naming its representative was due to the intense feeling that existed between the crews and partisans of the *Mischief* and *Gracie*, and because the boats were so evenly matched that it was a difficult matter to choose between them. There was sure to be criticism of the choice, no matter which was selected.

The *Mischief* was an iron sloop designed by A. Cary Smith, who was coming into prominence then as one of the new school of scientific naval architects. She was built in 1879 and showed somewhat the influence of the growing trend toward the English cutter type. She was called a "compromise sloop" at that time, though she was a centerboarder and a wide boat. Her dimensions were: Length over all, 67 feet 5 inches; waterline, 61 feet; beam, 19 feet 10 inches, and draft, 5 feet 4 inches, her rig showing some radical departures from the old American sloop type. She was a fast and an able boat and the final decision of the Cup committee was a wise one.

The first race with the Canadian challenger

was fixed for November 8th, the latest date such an important event has ever been scheduled, over the club's regular inside course. Both boats were ready, but the day was foggy with no wind, and the race was postponed until November 9th.

As a contest the races were devoid of interest, the challenger being no match for the "iron pot," as the *Mischief* was frequently and endearingly called, and need only be described briefly here.

The *Atalanta* was sailed by her designer and builder, Mr. Cuthbert, and her crew was largely composed of amateur sailors from Lake Ontario, who had volunteered for the race. There were a few paid hands on board, but the amateurs were largely in the majority. They had not been sufficiently drilled on board, and the *Atalanta* suffered somewhat from poor and slow handling, though even with the best of handling she could not have won, the races easily demonstrating *Mischief's* superiority.

The first race was started in a fresh S.W. wind, the *Atalanta* having a single reef tied down, while neither boat carried a topsail. Once outside the Narrows, where the true weight of the wind was felt, both boats set working topsails, the Canadian setting hers over her reefed main.

The "iron pot" commenced to draw away from the challenger at the start, and constantly stretched out her lead, never being even threatened. On the run home the wind hardened and both boats had to stow their topsails. *Atalanta* was by this time some half hour behind, and the real race was between the sloop *Gracie*, which started over the course ten minutes after the contestants for the Cup and was courteously timed by the committee, and the *Mischief*. The *Gracie* caught and passed the *Atalanta* before reaching the S.W. Spit, and on the last leg to the home mark she passed *Mischief* to leeward and crossed the line about a minute ahead of her, as the following table will show:

NAME	START	FINISH	ELAPSED CORRECTED	
			TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Mischief</i>	11 14 50	3 31 59	4 17 09	4 17 09
<i>Atalanta</i>	11 15 51	4 04 15 $\frac{1}{4}$	4 48 24 $\frac{1}{2}$	4 45 29 $\frac{1}{4}$
<i>Gracie</i>	11 25 00	3 30 46	4 05 46	4 10 42

Gracie timed, but not in race.

The next race was held the following day, November 10th, and was even more decisive. It was over an outside course of sixteen miles to leeward and return, the wind being W. by N. and fresh,

though both boats carried topsails in the run down wind. While in the previous race there had been a good-sized excursion fleet following the racers, on this day only one steamer was on hand with sightseers, as the interest had waned, after the hollow victory of the previous day.

The *Gracie* again started ten minutes late,



Mischief.

and as she made a pretty race with *Mischief* her time is given here with the others. The *Atalanta* did very well on the run down the wind in the fresh breeze, holding the *Mischief*, which got off in the lead, and being only 2 minutes and 15 seconds astern at the leeward mark.

As they neared the outer mark the two competitors doused their topsails and turned in a quick reef for the hard thrash home, and *Mischief* even set a No. 2 jib in place of her large one. Once on the wind *Mischief* began to do things, and walked out to windward of the other two boats in a way to discourage their drenched crews. She finished over 38 minutes ahead of the *Atalanta* and 10 minutes and 5 seconds ahead of the *Gracie*. The table of actual, elapsed, and corrected times follows. On elapsed time *Mischief* and *Gracie* were very close together, though the former won on corrected time and on the beat home gained nearly six minutes on the latter:

NAME	ELAPSED CORR'T'D			
	START	FINISH	TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Mischief</i>	11 58 17	4 53 10	4 54 53	4 54 53
<i>Atalanta</i>	11 58 47	5 35 19	5 36 32	5 33 47
<i>Gracie</i>	12 08 30	5 03 15	4 54 45	4 59 31

As the agreement was for two races out of three, this settled the Canadian's chances and the *Atalanta* was laid up in New York. Mr. Cuthbert talked of building her over and fitting her out more carefully the following year, just as he had talked about the *Countess of Dufferin* five years before, and again challenging with her for the *America's* Cup. But nothing came of it, except that the New York Yacht Club, to prevent such a contingency, set about changing the deed of gift, as will be told in a later chapter. This ended Canada's connection with *America's* Cup history.

CHAPTER VII

ENGLAND CHALLENGES AGAIN, AND SENDS OVER "GENESTA" IN 1885

THE contest with Canada in 1881 was so unsatisfactory from every point of view that it aroused a strong feeling among the members of the New York Yacht Club that some steps ought to be taken to guard against such fiascos in the future. True yachtsmen felt that the real spirit of *America's* Cup competition had been violated in sailing against a yacht hardly finished, poorly manned, hampered by lack of funds, and that had come to this country by "mule power," canted on one bilge in order to get through a canal six feet deep. They believed that the donors of the Cup had intended it to stand as an incentive for foreign yachts to cross the sea to race in this country and thus, in a measure, to be a test of a yacht's seaworthiness as well as speed.

Besides this, cup defense was getting to be an

expensive matter to the club, and the members felt that the race ought to be worthy of the outlay. With the building of the unsuccessful defender, *Pocahontas*, the New York Yacht Club had spent fully \$20,000 on this match with the *Atalanta*, and that seemed a goodly sum of money in those days. In the light of recent expenditure for cup defense, however, this was a mere bagatelle; and some of those old members would have a good many heart burnings could they know that it costs something like \$350,000 dollars to build a boat like the *Reliance* and run her through an *America's* Cup campaign, and much more than that sum when four defenders are built, as was the case in 1893.

The *Reliance* alone probably cost \$250,000 to build and equip, to say nothing of running her with a crew of fifty men. Compared with the cost of the original winner of the Cup, *America*, which was \$20,000, it will be remembered, and her small crew of ten men, this seems, and is, a fortune to spend merely on cup defense.

This feeling came to a head in December, 1881, when at a meeting of the New York Yacht Club it was voted to return the Cup to the only surviving member of the *America's* syndicate, Mr.

George L. Schuyler, and practically to ask him to draw up a new deed of gift in place of the one made in 1857, which was considered inadequate and too onerous upon the holding club. It was necessary to have one better qualified to meet the changed conditions of yacht racing and to cover the many points which had caused controversy and ill feeling in the past.

The time was ripe for such a change and, realizing it, Mr. Schuyler, then an old man, accepted the return of the Cup and drew up a new deed of gift with which he again gave the Cup to the New York Yacht Club. It was accepted on February 2nd, 1882. This new instrument, called the second deed of gift, was as follows:

“Any organized Yacht Club of a foreign country, incorporated, patented or licensed by the legislature, admiralty, or other executive department, having for its annual regatta an ocean water course on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members, to the right of sailing a match for this Cup, with a yacht or other vessel propelled by sails only, and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel as aforesaid, constructed in the country of the club holding the Cup.

130 *THE "AMERICA'S" CUP RACES*

"The yacht or vessel to be of not less than 30 nor more than 300 tons, measured by the Custom House rule in use by the country of the challenging party.

"The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be less than seven months from the date of the notice.

"The parties intending to sail for the Cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules, and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

"In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the Cup in one trial, sailed over the usual course of the Annual Regatta of the club holding the Cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

"Accompanying the six months' notice, there must be a Custom-house certificate of the measurement, and a statement of the dimensions, rig, and name of the vessel.

"No vessel which has been defeated in a match for this Cup can be again selected by any club for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

"Vessels intending to compete for this Cup must proceed under sail on their own bottoms to the port where the contest is to take place.

“Should the club holding the Cup be for any cause dissolved, the Cup shall be handed over to any club of the same nationality it may select which comes under the foregoing rules.

“It is to be distinctly understood that the Cup is to be the property of the club and not of the owners of the vessel winning it in a match, and that the condition of keeping it open to be sailed for by organized Yacht Clubs of all foreign countries, upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

GEORGE L. SCHUYLER.”

The principal points of difference that are important to note between this new instrument and the old one, are, that it fixed definitely the obligation of the holding club to meet the challenger with one yacht, and one only, throughout the series of races constituting the match; that it required the challenger to proceed *under sail on its own bottom* to the port where the contest is to take place, thus eliminating any chance of towing through a canal or of shipping a boat across the ocean on the deck of a steamer, which at that time was getting to be within the bounds of possibility; the barring of a once defeated yacht from challenging again for two years; and

the elimination of Canada as a factor in future races, excepting those clubs in the Dominion that were situated on the coast.

The "mutual consent" clause as to the details of the matches was left in, while the six months' notice clause was given a more prominent place in view of the necessity which might arise of having to build a boat to meet a challenger that was of different size and rig than any existing boat of the holding club.

These new conditions were something of a direct slap at the Canadian clubs on the Great Lakes and caused much bitter feeling there, which resulted in many harsh things being said of the New York Yacht Club in the Canadian papers.

Upon accepting the Cup under the new "deed" the New York Yacht Club sent a copy of the instrument to all the foreign yacht clubs, with a cordial letter expressing the hope that the Cup would still be a source of friendly strife upon the water, and tendering to any man who might challenge "a liberal, hearty welcome, and the strictest fair play."

No one seemed in a desperate hurry to challenge for the bit of silver, however, and though

several rumors of a possible match were heard, it was nearly three years later, or not until December, 1884, that the gauntlet was actually taken up. On the 20th of that month a letter was received by the club from Mr. J. Beavor Webb, a British designer, giving notice that a challenge for the *America's* Cup would be forthcoming for a race in the summer of 1885, from Sir Richard Sutton, owner of the cutter *Genesta*, and from Lieutenant W. Henn, of the Royal Navy, owner of the cutter *Galatea*, then building, both boats being of Mr. Beavor Webb's design.

This letter was followed later by an official challenge proposing two matches, the first between *Genesta* and an American boat, and in the event of the New York Yacht Club retaining the Cup, then a second match between the *Galatea* and an American yacht. It was proposed that each match should consist of a series of three races, and the challengers asked that all of them be held outside Sandy Hook, clear of headlands.

This challenge was accepted promptly, though it meant that the New York Yacht Club had to win twice to retain the Cup, while if the Englishmen won either match the Cup would go home

with them; and on March 10th the club cabled to this effect, agreeing to waive the required six months' notice in the case of *Galatea*, in the event of *Genesta* losing, and to race *Galatea* later in the same season. The club offered one race over the New York Yacht Club inside course and two outside, and suggested a seven-hour time limit on each race. It also agreed to name its representative yacht a week before the first race.

After some correspondence regarding the matter of time allowance, Beavor Webb asking that the mean of the New York Yacht Club and English allowance tables be used, the matter was left to a referee, Mr. George L. Schuyler, whose decision was that "in a race for the *America's* Cup, whatever terms may be mutually agreed upon in other respects, the time allowance should be made according to the rules of the club in possession."

Thus the terms were satisfactorily arranged and the New York Yacht Club proceeded to set about plans for defense with two races staring them in the face. This was the first time a large English cutter had challenged for the Cup, and there were not only no sloops of that size in this

country, but sloop design in America was in a somewhat chaotic state owing to several causes which should be narrated briefly.

With the application of naval architecture to yacht design, there was a tendency to break away somewhat from hide-bound tradition in yacht building, and the claims of the English type of deep, narrow cutter were beginning to be heeded and its good points to be taken into consideration. About the middle of the seventies one or two small cutters had been built in America, though with some modifications of the English type. These were chiefly in respect to having more beam, the beam of the English boats being unduly narrow to give them a favorable rating under their measurement rule. One or two out-and-out cutters were built, with the cutter rig of housing bowsprit, loose-footed mainsail, double head rig, etc., but most of them were a compromise between the American centerboard sloop and the narrow English type.

Then, in 1881, a little Scotch cutter called the *Madge* was shipped to this country by her owner, a Mr. Coats, of Scotland, on the deck of a steamer. She was 46 feet long over all, had a beam of only 7 feet 9 inches, and drew nearly

8 feet of water. She was a regular "knife blade" or "plank-on-edge" cutter of the extreme type. This little boat was so uniformly successful in her races against American sloops of her size that she converted many yachtsmen to the type and the yachting world was for a time divided into two camps—the "cutter cranks," as they were called, on one side, and the adherents of the centerboard sloop on the other. From this controversy a new type of centerboard sloop was evolved, combining some of the elements of each type and being a much more wholesome, abler type of craft than the old "skimming dish" single-stickers, that were said to sail on a heavy dew.

Reports from England of *Genesta's* success abroad in 1884, her first year, where she was conceded to be the best all-round boat, convinced the officers of the club that vigorous steps had to be taken to get a suitable boat with which to defend, none of the existing ones being considered fast enough, or large enough. So the flag officers, James Gordon Bennett and William P. Douglas, decided to build a sloop and, naturally, turned to A. Cary Smith, then the most prominent yacht designer in this country, for her design. He had

turned out the last successful Cup defender, *Mischief*, and many other fast boats. The centerboard type was decided on, though the new boat was to be much deeper than the prevailing centerboarders of the time, being a "compromise sloop," and she was built entirely of iron, by Harlan and Hollingsworth, of Wilmington, Del. This boat was named *Priscilla*, and great things were expected of her when she appeared in New York waters in the early summer.

At this time the waters of Massachusetts Bay had become a great yachting center and had bred some of the finest yachtsmen on the Atlantic coast, though as a rule they were small boat sailors rather than owners of large yachts. There was a strong patriotic sentiment there that Boston and its leading yacht club, the Eastern, located at Marblehead, should be represented in an international event of this kind, and a syndicate was formed, of whom the leading members were General Charles J. Paine and J. Malcolm Forbes, to build a boat to try for the honor of defending the Cup. General Paine was also a member of the New York Yacht Club, the owner of the schooner *Halcyon*, and a keen, practical yachtsman.

There was at that time a young naval architect in Boston, about thirty-six years of age, who had achieved considerable local reputation as a yacht designer, though he had only taken it up professionally about two years before. His name was Edward Burgess, and while his scientific knowledge was acquired as an amateur, he was clever, knew boats, and was a first-class yacht sailor. To him the syndicate went for the plans of the new yacht. It was an ambitious undertaking for a designer of his limited experience, for up to that time the largest boat he had turned out was only thirty-eight feet over all; and he was not only going up against the New York Yacht Club with its great prestige and resources, but he had to design a sloop larger than any at that time afloat in this country. But the members of the syndicate and his friends had faith in his abilities, and the result was the *Puritan*, launched from Lawley's yard in May, 1885, and destined to bring international fame to her designer.

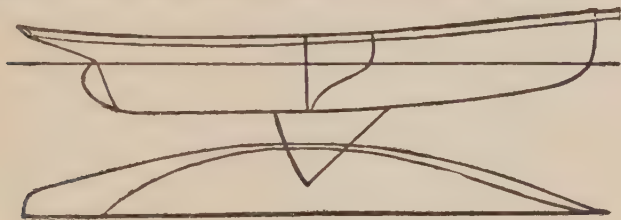
While a centerboard sloop, the *Puritan* was in strong contrast to the older American boats of that rig and embodied many characteristics of the cutter type. She may fairly be called a "compromise sloop." She was built of wood and



Puritan, the Boston defender which brought international fame to Edward Burgess.

in describing her, Mr. W. P. Stephens, a well-known yachting writer, says:

“The sheer plan was that of the cutter, with plumb stem, circular sheer, and fairly high freeboard and bulwarks, and the cutter counter of



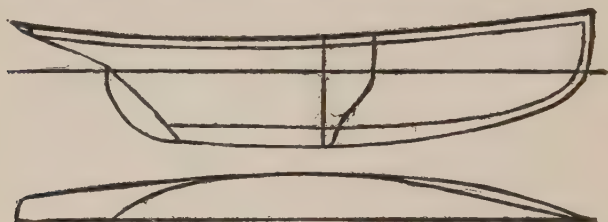
Sloop *Puritan*, 1885.

the day. Her breadth was taken from the sloop, though moderate, and her depth and draft were considerably greater than in the old sloops, but less than in the cutters. Outside of the hull proper there was a clearly defined keel some two feet deep, containing forty-eight tons of lead—the slot for the centerboard being cut through this keel. The greatest draft was at the sternpost, which had more rake than the old sloops, but much less than the deep cutters. The keel rounded up gradually, being well cut away at the forefoot.”

She was a big boat and measured 81 feet 1 inch on the water, 94 feet over all, 22 feet 7 inches

breadth of beam, and 8 feet 8 inches draft, which her board when down increased to 20 feet. She spread about 8000 square feet of sail.

The Cary Smith sloop *Priscilla* was 85 feet on the water, 94 feet over all, 22 feet 5 inches breadth, and 7 feet 9 inches draft. Both of these new boats were of about the same size as the first



Cutter *Genesta*, 1885.

challenger, *Genesta*, which was 90 feet over all and 81 feet on the water. But the latter had only 15 feet of beam, while she drew 13 feet 6 inches, and had 72 tons of lead ballast in her deep keel. She carried less sail, however, spreading only 7150 square feet.

It will be seen from these brief descriptions that the match was to be one of types, the narrow English cutter against the modernized American centerboard sloop, and it was thought that the race would settle the much discussed question of superiority between the two types.

The members of the New York Yacht Club did not give much consideration to the Boston boat when word came that one was being built around the Cape, and she was rather slightly referred to as the "bean boat" and "brick sloop," the name of Burgess not being known in New York waters at that time. However, they welcomed her to the trial races, for which they had sent out a general invitation to sloops of over sixty feet waterline length, of any recognized yacht club.

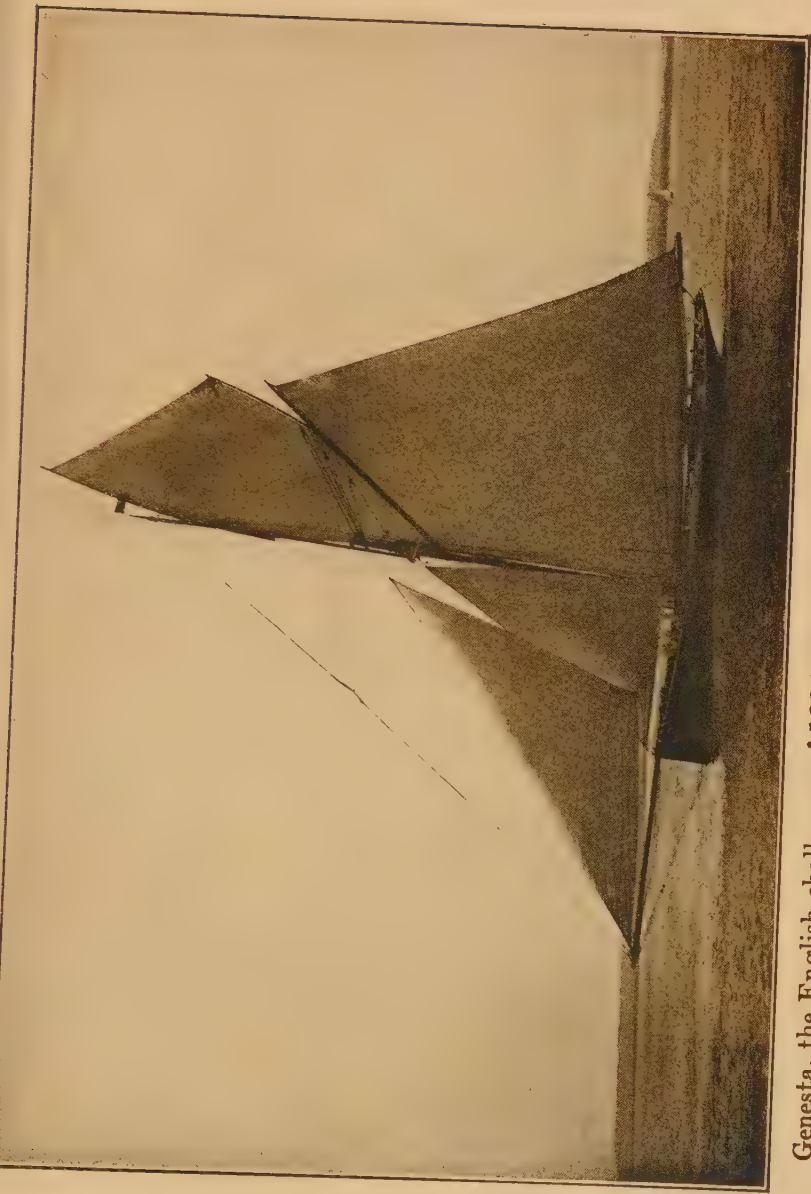
The first time the two new American boats came together was in the Goelet Cup race off Newport, early in August, and to the surprise and chagrin of the New Yorkers the "bean boat" led the *Priscilla* home in a fresh breeze by over ten minutes. On the New York Yacht Club cruise that followed, *Puritan* took two more races from the New York crack, which won only once; and when the actual trial races came off at the end of August the Boston boat, sailing most consistently, won two out of the three from *Priscilla* and demonstrated beyond a doubt her superiority, especially in windward work. The other boats entered in the trials were the old sloop *Gracie* and the American cutter

Bedouin, built in 1882. Both were badly out-classed. *Puritan* was chosen by the Cup committee as the defending boat and the announcement was made August 30th, eight days before the first international race was scheduled.

During all this racing the English challenger, *Genesta*, which had arrived in this country on July 16th after a fine passage of twenty-four days across the Atlantic, was being tuned up by her designer, Mr. Beavor Webb, and her skipper, Captain Carter. Good care was taken, by avoiding "brushes" with any of our yachts, not to let us get a line on her speed.

Earlier in the season word had been sent to the New York Yacht Club that the *Galatea* would not be brought over that year, but her challenge would be reserved for 1886. Hence the New York Yacht Club had only the one match on its hands after all, and September 7th was set for the first race.

Genesta came off the drydock September 2nd, with her coppered underbody polished by hand until one could see his face in it and with her sails in the pink of condition as the result of the attention of Lapthorne, the English sailmaker, who was brought over for the purpose. *Puritan*,



Genesta, the English challenger of 1885. A typical deep, narrow cutter with loose-footed mainsail.

was hauled and had her underbody potleaded until it was as slippery as an eel, and the last touches of her grooming were finished only the day before the first race.

September 7th opened with a thick fog hanging over New York Bay, and through this the racers and a big excursion fleet, loaded to the guards with a patriotic and enthusiastic crowd of sightseers, felt their way down to the Scotland lightship off the Hook. It lightened a little when they arrived there, but there was no wind, and after hanging around for some hours the starting signal was given at 1:35. There was not enough breeze to get the yachts over the course, and the race was finally postponed until the next day.

The yachts were on hand at the lightship again the following morning, and found a merry breeze ruffling the surface, giving every indication of excellent racing weather. The preparatory signal was given at 11:32 A. M. and both boats edged up near the line to be in a good position for the starting whistle. As they came together, moving fast, *Puritan*, on the port tack, tried to cross *Genesta's* bows, her skipper miscalculating the distance or trying to bluff the

English captain, who had the right of way, into going about. The Britishers called the bluff, however, and seeing that he could not clear the *Genesta* the *Puritan's* helmsman luffed across the *Genesta's* bow, the latter's bowsprit going through the *Puritan's* mainsail, and being snapped off short at the stem by the leach rope. Here was a pretty mess just at the start of an international race, and one that might lead to all sorts of trouble and bad feeling. But Sir Richard Sutton, the young owner of the *Genesta*, proved himself equal to the occasion.

The committee boat went alongside the *Genesta* to find out the extent of her damage, and hailing, told those on board that *Puritan* had been disqualified, as she was clearly at fault, and that if the *Genesta* sailed over the course and finished inside the seven-hour time limit, the race was hers. Mr. Roosevelt Schuyler, the American representative on board, was just asking the committee if they would give them time to rig a new bowsprit with the spinnaker boom, when Sir Richard Sutton cut in with:

"We are very much obliged, but we don't want it that way. We came over for a race, not a sailover."

This sportsmanlike spirit pleased the committee and won the owner of the *Genesta* great popularity throughout the country. He could have sailed the course and taken the race without question, *Puritan* being wholly in the wrong, but he preferred otherwise.

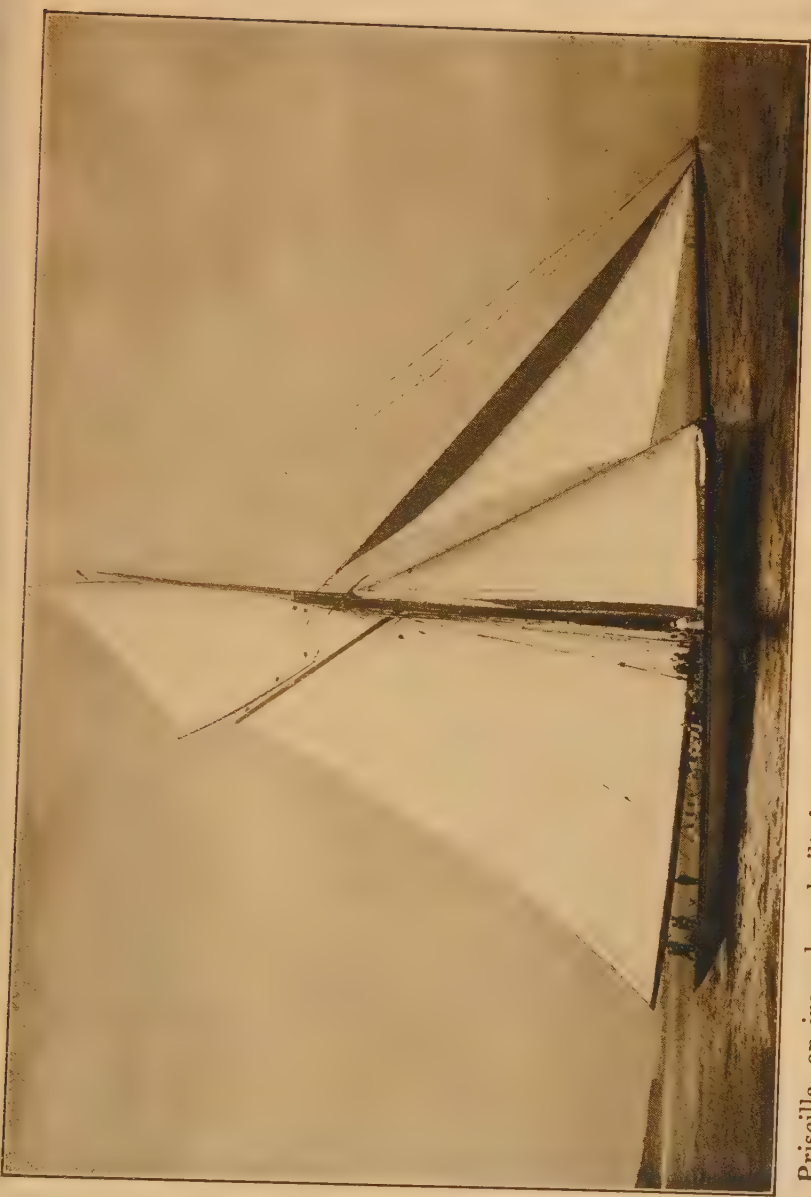
Time was given both boats to repair damages, and September 11th was the next time they came together to try to decide which was the speedier, the start again being off the Scotland light-vessel. The course was twenty miles to windward and return, the wind light easterly, though there was considerable bobble of sea which seemed to bother *Puritan* a little. After sending them away at 11:35 the wind gradually became flatter and flatter, and it was over six hours before *Puritan* rounded the outer mark. It was then seen that the yachts could not finish in the seven-hour time limit and the race was called off, with *Genesta* about a mile astern.

These postponements were getting monotonous; but on the next race day, September 14th, there was a fair southwest breeze blowing and a race was finally sailed. This time the course was the "inside" one, starting off Owl's Head, on the Bay Ridge shore, and going out to Sandy

Hook lightship and back, a distance of thirty-eight nautical miles.

The starting signal from the judges' boat, the tug *Luckenback*, went at 10:30 and it found the *Genesta* well to leeward of the line, where she had been set by the strong flood tide. *Puritan* was in a better position, crossed first, and the two boats started to beat down the bay, through the Narrows, followed by the ever-present fleet of yachts and excursion boats. *Genesta* was bothered somewhat on one tack by an incoming bark, and when they passed out by Fort Wadsworth the American boat had a lead of about seven minutes.

In the lower bay the wind was uncertain, sometimes coming in good puffs and again dying away to faint airs, and in it the boats worked down to the South West Spit, *Puritan* having a lead of three minutes at that point. Then, with sheets eased off for the reach to the lightship they traveled fast, with scuppers just awash. Off the point of the Hook the *Genesta* was crowded by the excursion fleet, which got too near in the anxiety of the captains to give their passengers a good view, and the wash undoubtedly retarded her somewhat, to the great and



Priscilla, an iron sloop built for Cup defense honors in 1885 which did not "make good."
Long bowsprits were then in fashion.

justified annoyance of her crew. *Puritan* rounded the lightship at 2:14:54 P. M., *Genesta* turning 4 minutes and 22 seconds behind her.

It was a close reach back to the Hook, with the wind hauling a trifle, so that a short hitch had to be taken to fetch the buoy, and then a broad reach, which *Genesta* made into a spinaker run, back to the finish line just outside the Narrows. The wind was lightening all the time and *Genesta* kept dropping behind, so that she was about a mile astern when *Puritan* crossed at 4:38:05 P. M. in a spiritless and disappointing finish. *Puritan* allowed *Genesta* 28 seconds time over the 38-mile course, and the official figures were as follows:

NAME	START			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Puritan</i>	10	32	00	4	38	05	6	06	05
<i>Genesta</i>	10	32	00	4	54	52	6	22	24

Puritan won by 16m. 19s.

A day intervened before the next race was sailed, but the 16th found both boats at the line established off the Scotland lightship, ready for the decisive battle of the series. There was a

fresh autumn nor'wester blowing, flecking the tops of the tumbling seas offshore, and the course was set for a twenty-mile run down wind and a beat back, with every promise of the best race of the series, which the following five hours more than fulfilled.

Mindful of his bad start in the previous race, Captain Carter, of the *Genesta*, kept his vessel near the line, so that she got the jump on *Puritan* and crossed just sixteen seconds after the whistle and forty-five seconds ahead of the American sloop. Both boats broke out immense spinnakers, but *Puritan* was not close enough to take *Genesta's* wind, and the narrow cutter slipped through the water so fast that the hopes of the patriotic abroad the excursion fleet waned as it became apparent that the Yankee sloop had met her match down the wind. Both boats were traveling at a ten-knot clip, but as they neared the outer mark the wind freshened considerably and they took in club topsails for the strenuous beat back. *Genesta* doused her spinnaker smartly and hauled sheets aft as she rounded the mark, where it was seen that she was fully an eighth of a mile ahead.

Once hauled on the wind, both boats felt the

true force of the nor'wester, which was now coming in vicious puffs, while the sea was making up fast and hard. *Genesta* set a gaff topsail, which shook and slatted at a great rate, but *Puritan*, seeing that it would be too fresh to carry that sail, housed her topmast, the crew doing the job in seamanlike fashion. They made a leg in under the Long Island shore, where somewhat smoother water was found, and all the time *Puritan* kept eating out to weather of the cutter, whose topsail, instead of helping her, was shaking so as to hold her back. It was the first time most of the fleet had seen a cutter in a real breeze and they were astonished at the way *Genesta* lay over in the puffs, which were now of full thirty-mile strength.

About three o'clock the boats were abeam of each other off Long Beach, but with *Puritan* some three-fourths of a mile to weather. Then the wind shifted toward the north so that they could lay the lightship, and *Puritan* wiped off on the other tack and went banging down toward the Jersey coast, followed by the cutter, both having all they could stagger under. It is the consensus of most yachtsmen that *Genesta* threw away her chances in the race by lugging

her topsail, which was not drawing, instead of clewing it up and housing her topmast, as *Puritan* had done. Why Carter, who otherwise showed excellent judgment, hung on to it, is not known.

As they neared the Scotland lightship it was seen that the finish would be very close, but *Puritan*, being to windward and having a little to spare, started sheets and fairly tore down to the line, leaving a wake like an ocean liner, and crossed a little over two minutes ahead of *Genesta*, this time being reduced by the latter's allowance to 1 minute 38 seconds, as the accompanying table shows:

NAME	START			FINISH			ELAPSED		CORRECTED	
							TIME		TIME	
	H.	M.	S.	H.	M.	S.	H.	M.	S.	
<i>Puritan</i>	11	06	01	4	09	15	5	03	14	5 03 14
<i>Genesta</i>	11	05	16	4	10	36	5	05	20	5 04 52

It was a great race, the most stirring and the closest contest for the Cup up to that time, and fortunate were those who had a chance to follow the racers over the course that blustery autumn day and see them fight it out. As *Genesta* crossed in *Puritan's* wake, defeated but not disheartened, she luffed up alongside the winner and her crew gave three generous British cheers

for the winner, which were returned as heartily with three Yankee ones from Captain Aubrey Crocker of the *Puritan* and his crew.

And so ended the most satisfactory race for the Cup that had yet been seen. *Genesta's* generous owner, Sir Richard Sutton, stayed in this country some three weeks longer, and with unbounded faith in his yacht tried to arrange another match with *Puritan*. Mr. Forbes, the latter's managing owner, would not race, however, believing that the *Puritan* had fulfilled her mission in successfully defending the Cup.

Genesta did not go home empty-handed, however, as she won the Bennett and Douglas prizes in races arranged the following weeks, and also the Brenton Reef and Cape May Challenge cups in two long ocean races against the schooner *Dauntless*. On October 9th she sailed for home under jury rig, making a fast passage, considering the hard head winds she encountered, of 19 days 10 hours to Gosport, England. She proved herself a sturdy, able sea boat, as the following extract from a letter written to a friend by Captain Saunders, her navigator, testifies:

“The *Genesta* is a wonder. I have never seen her equal as a sea boat. The voyage was a con-

tinued series of surprises to me in the way of her marvelous performance under adverse circumstances. We had heavy, strong, and baffling contrary winds nearly all the way over, and heavy seas, and it was amazing to see that little devil get through the water. She traveled 3300 miles in 19 days 10 hours, an average of about seven knots, against heavy seas all the way over. The entire passage was made under reefed sails, with the exception of two or three brief intervals only. The boat's behavior throughout was beautiful. It couldn't have been better, and every day developed some new good quality in her."

As for the *Puritan*, the embodiment of new ideas in yacht design that had kept the *America's* Cup in this country, she was sold at auction on September 23d, to J. Malcolm Forbes, for only \$13,500. She remained his property for many years and was sailed under both sloop and schooner rig until her owner had no further use for her. Less than ten years ago she was sold to some Portuguese of the Cape Verde Islands, and by them was used as a freight and passenger packet between New Bedford, Mass., and her new owners' homes, making, up to quite recent times, two trips a year across the Western ocean in that honorable, if less glorious, trade.

CHAPTER VIII

THE "MAYFLOWER-GALATEA" RACE OF 1886

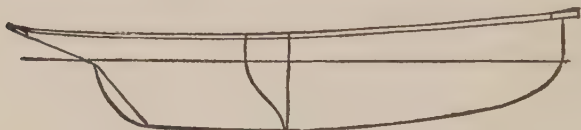
IF the *Puritan-Genesta* match had been a satisfactory one, and our relations with Sir Richard Sutton pleasant, the race the following year was productive of just as good feeling; and these two matches did much to re-establish the harmony in international yachting affairs that the Ashbury incident and the *Atalanta-Mischief* race had broken.

After *Genesta's* return to England the challenge on behalf of *Galatea*, which was withdrawn in 1885, was renewed by the Royal Northern Yacht Club of Great Britain, and accepted by the New York Yacht Club, suitable terms for a series of three races to be held in September, 1886, being easily agreed to. They were very much the same as those of the *Puritan-Genesta* match.

The *Galatea* was owned by Lieut. William

Henn, an enthusiastic yachtsman who had been in the Royal Navy for fifteen years and who (while yet a young man) had retired some ten years before so that he might devote more time to his favorite pastime. As has been said, the *Galatea*, designed by Mr. Beavor Webb, was built in 1885, the year after *Genesta*, and was raced that season in English waters.

She was somewhat larger than *Genesta*, being 12 feet longer over all. Her general dimensions were: Length waterline, 86 feet 10 inches; length over all, 102 feet 7 inches; beam, 15 feet,



Galatea.

and draft, 13 feet 6 inches, while she spread 7751 square feet of canvas, exclusive of light sails. She was a regular "lead mine" of ballast, having 81 tons run into her keel. She was built of steel, the first challenger in which this material was used, and she was jocularly referred to here as the "tin frigate."

Unlike the *Genesta*, she was singularly unsuccessful at first in her home waters, and did not

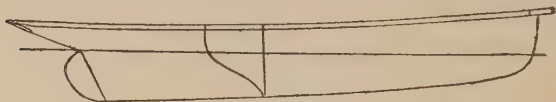
show up as well as her designer had expected. After her first season some alterations, principally in her ballast, were made and she did much better. Her owner, and also her designer, had great faith in her; yet judging from her performance in these waters she was not as fast as *Genesta*. Certainly she did not push *Mayflower* as hard as *Genesta* did *Puritan*, and *Puritan* could always give *Mayflower* a good race.

In anticipation of *Galatea's* coming, Boston yachtsmen immediately “got busy” after the 1885 race, with a view to holding the laurels they had won. General Paine, one of the *Puritan* syndicate, feeling sure that *Puritan* could be improved upon, which feeling was shared by the yacht's designer, placed an order with Edward Burgess for a new sloop, somewhat larger than *Puritan*, of which he was to be the sole owner.

From an unknown local designer, with a dingy back office up three flights of stairs (it was said that Burgess and his brother set up in business in 1883 with a drawing board, a T square and a few drawing instruments), Burgess at once took rank among the foremost naval architects of this country and his name was known from coast to coast and throughout the yachting world

of Europe. The credit that he received was well merited, for he not only had originality but also the courage of his convictions. He had thrown traditions to the winds to take what he considered best in yacht design, no matter where it came from—which was no easy thing to do when nearly the whole country was convinced of the superior merits of the purely American type of shallow, flat, inside ballasted boats.

The advent of *Puritan* and of her successor,



Mayflower.

Mayflower, with their deeper hulls, outside lead ballast, overhanging sterns, and modified cutter rig, resulted in a great change in yacht design and brought about a vastly improved type of boat—abler, more seaworthy, and faster, except perhaps under certain conditions, than the older type of skimming dish.

Edward Burgess got to work at once on General Paine's new sloop. She was built at George Lawley's yard at City Point that winter and was launched early in May, being christened *Mayflower*. She was the biggest sloop in this



Mayflower, which defeated Galatea in 1886.

country, her dimensions being: Length over all, 100 feet; waterline, $85\frac{1}{2}$ feet; beam, $23\frac{1}{2}$ feet; draft, 9 feet 9 inches (with centerboard down 20 feet). It is said that her sail area was 8500 square feet and she had 37 tons of lead on her keel and 11 tons inside to hold it up. Mr. Burgess had said that stability was one of the points he aimed at developing in the *Puritan*, and in that respect she was a great success. She was not, however, so easy in a head sea as could be wished, and this defect he tried to remedy in the *Mayflower*. In this particular he was quite successful. The *Mayflower* was a much better boat in a head sea, her forebody being longer and her entrance, of course, being finer.

But the New York yachtsmen would not let the “down-easters” get away with the honors without a fight. So a syndicate was formed in the Atlantic Yacht Club, then located on the Bay Ridge shore, and Captain Philip Ellsworth, a yacht designer and sailor of the old school, was commissioned to draw plans for a big sloop to represent that club. The outcome of this was the sloop *Atlantic*, slightly smaller than *Mayflower*, being 96 feet long over all, and following in general the “compromise” model, having

outside ballast through which the centerboard worked.

The New York Yacht Club pinned its faith in this yacht and *Priscilla*, which had undergone some changes under the direction of Cary Smith, her designer, with a view to lightening her and improving her speed. As a result, there is no doubt that she was a faster boat this year than she was the year before.

Partisanship ran high and there was intense rivalry between the different camps, so that when the *Mayflower* disappointed her followers by making a poor showing at first, the New Yorkers saw visions of glory returning to the metropolis. The new Boston sloop lost her first three races to the *Puritan*, and it took a vigorous tuning up and many changes in trim before she was "right." In fact, it was not until the Goelet Cup races early in August that she really came into her own and showed what she could do. On that occasion she beat *Puritan* nearly six minutes in a forty-mile race, and after that did not lose another race during the year.

On August 1st the challenger, *Galatea*, arrived at Marblehead after a leisurely and comfortable trip across of some thirty days. Her

owner and his wife crossed on her, both being very fond of cruising, and she was fitted up below as a permanent home for Lieutenant Henn and his family, in which they lived the greater part of the year. This is in striking contrast to modern Cup racers, in which everything has been sacrificed to speed, leaving them so barren inside, and "skinned" of all fittings, that frequently their crews have to be berthed on another boat or on a tender.

The British cutter joined the New York Yacht Club cruise at Buzzard's Bay a few days later and cruised with the fleet, but refrained from racing, always towing a dinghy astern when under way to show that she was not out for a test of speed. She was a handsome cutter, painted white, with a finely setting suit of sails, but neither then, nor later, when she was hauled out on drydock and her underbody disclosed, did she throw much fear into the hearts of American yachtsmen. Her owner was extremely genial and he and his wife made friends wherever they went. In fact, so popular did they become and so hospitably were they entertained that they and their cutter remained in this country over a year.

The long anticipated trial races to pick the

defender were started on August 21st, between *Mayflower*, *Atlantic*, *Puritan*, and *Priscilla*. *Mayflower* won the first race by over 10 minutes and the second by about 4 minutes and was at



Atlantic.

once selected, there being at that time no question of her superiority. She was sailed by Capt. "Hank" Haff, a skipper who was to become an



Galatea, whose owner, Lieut. Henn, became very popular by reason of his sportsmanlike persistence.

international figure in *America's* Cup annals and who soon won a place in the hearts of the American public second to no other professional sailor. General Paine, her owner, was also on board in all of her races, with his thorough knowledge of racing and of trim, set of sails, and the many elements that make for speed in a yacht.

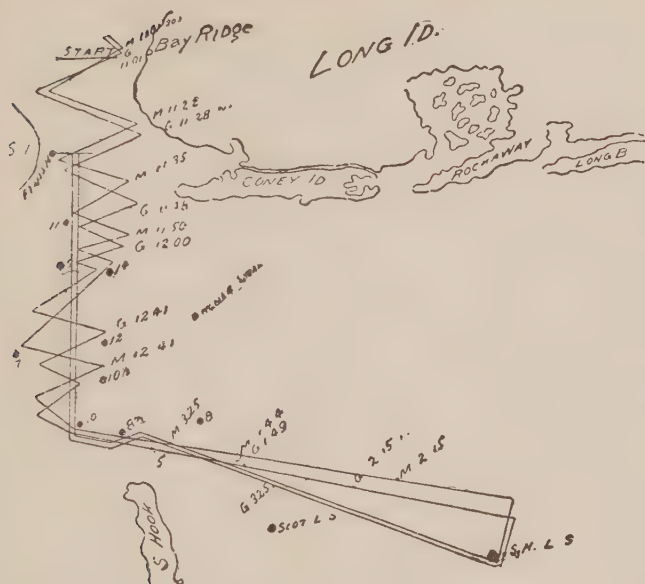
After the trial races were over *Mayflower* received a thorough grooming for the bigger event and was at the top notch of perfection when she was towed to the line off Owl's Head, Bay Ridge, on September 7th, where she found *Galatea* waiting for her and a big fleet of yachts, steamboats, and tugs which the dull, threatening weather could not keep away. About 10 o'clock the weather began to clear and a southerly breeze came in that warranted the committee in starting the boats at 10:56, the course being the usual inside one of the New York Yacht Club.

Galatea came down on the starboard tack and in the weather berth, cleverly blanketing *Mayflower*, though the two crossed almost together. In a couple of tacks, however, the American boat worked out from her bad position and started to eat out to windward in the manner our boats

usually did in these early races. As a contemporary writer put it, voicing probably the convictions of most Americans concerning the centerboard type: "As soon as the boats got on the port tack *the centerboard began to make its magic influence felt*, and the *Mayflower* out-pointed the cutter, and getting the lead, kept it all day."

In this day of acknowledged superiority of the keel boat in windward work, we can smile at the enthusiasm of the writer; but it was nevertheless true that at that time the centerboard boat was better going to windward in smooth water than the keel boat as developed in the cutter; and probably the "compromise" type of *Puritan* and *Mayflower* was superior even in rough water, when properly handled.

The race was rather devoid of interest after the beat to the Spit buoy, where *Mayflower* was over four minutes ahead. After rounding the lightship balloon jibs were broken out, and spinnakers were set after turning the Spit buoy on the way home. But it was only a procession, and *Mayflower* crossed the finish line 12 minutes and 40 seconds ahead of the English yacht, or 12 minutes and 2 seconds, corrected time. *Galatea* was



Courses of *Mayflower* and *Galatea* in first race of 1886. well handled, but was outclassed in the prevailing light conditions.

On September 9th an attempt was made to sail the second race, but the wind failed, and after *Mayflower* beat the *Galatea* some four miles to the windward mark a heavy fog rolled in and the race was called off at the expiration of the time limit of seven hours.

Two days later the boats were at Sandy Hook lightship once more for another tussle, with a fine northwest breeze blowing down out of the lower bay. The course was set to leeward, twenty miles and return, and the starting gun went at 11:20. Both boats were dressed in all their light canvas, spinnakers, balloon jibs, and club topsails catching all the wind there was. It took *Mayflower* over two and a half hours to run to the leeward mark, but she had gained 13 minutes and 45 seconds on the slim cutter on the slide down wind.

After turning for the beat back, the wind went flat after a sharp squall in which *Mayflower* had to get her big club topsail on deck in a hurry. Then there was a weary wait and it looked as if the time limit would again put a stop to proceedings; but, finally, a fickle breeze came off the Jersey shore, which wafted the boats along so that *Mayflower* just managed to slip over the line with 11 minutes of her seven hours to spare. *Galatea* was nearly 30 minutes behind her, and 18 minutes over the seven hours. The following table shows how close there came to being another fizzle:

NAME	START			FINISH			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Mayflower</i> ...	11	22	40	6	11	40	6	49	00	6	49	00
<i>Galatea</i>	11	24	10	6	42	58	7	18	48	7	18	09

Though beaten fairly, Lieutenant Henn felt that the weather was not suited to his boat and he challenged *Mayflower* to a match race off Marblehead in a real breeze. General Paine accepted and agreed to keep his boat in commission for the race until a certain date. So Lieutenant Henn sailed *Galatea* to Marblehead and there the two yachts lay for ten whole days waiting for a breeze, which, with one of those rare freaks of nature, never came in sufficient strength to allow the race to be sailed. When the agreed time was up *Mayflower* was promptly hauled out, and the very next day it “piped up” a rattling breeze fit to try the worth of both yachts. Lieutenant Henn was disappointed, but General Paine felt that he had gone as far as he was called upon to do, and did not wait a day after the specified time had expired.

The following spring, *Galatea* being still in

this country, a race was sailed between *Mayflower* and the English cutter in a strong breeze and *Mayflower* won easily. Lieutenant Henn was then satisfied, having had the test he wanted.

Just before the races of 1886 Lieutenant Henn issued a challenge to sail any American sloop or cutter to Bermuda and back to test the real abilities of the boats, but could get no takers, and there was a lot of talk about American "racing machines" being unfit to go to sea—much of which was true, though as regards *Puritan* and *Mayflower* they would have been capable of going there easily and comfortably, and probably in a shorter time than *Galatea*.

Lieutenant Henn and his cutter remained in this country until after the races with the *Thistle* the following year, 1887, and made many friends here.



Mayflower in dry dock. She was pot-lead to well above her water line.



Galatea was a typical English "plank on edge" model of the period.

CHAPTER IX

THE SCOTCH CHALLENGER "THISTLE" AND HER RACE AGAINST "VOLUNTEER"

JUST as the coming to this country of the cutter *Madge*, and the success of the *Puritan*, *Mayflower*, and the other "compromise" yachts, had brought about a better and abler type of boat here, so the result of these last two races had their effect on English design; and before the following year, 1887, the English modified their old measurement rule, which hampered yacht designers by its undue tax on beam, so as to give more latitude in this respect and to allow of a broader, better proportioned, and more powerful hull. Under this new rule yacht building and designing in England underwent considerable change and the sport had a period of great activity.

Shortly after the conclusion of the *Galatea*-

Mayflower race a challenge was received by the New York Yacht Club from Scotland, the Royal Clyde Yacht Club sending a letter proposing a race in 1887 on behalf of Mr. James Bell, with a boat of about the size of the *Mayflower*.

Inasmuch as the prevailing deed of gift called for at least six months' notice, but *not over* seven months', this letter was not a formal challenge, but was merely a friendly communication in an effort to arrive at an amicable agreement, to be followed by the formal challenge at such time as to allow the races to be held the following September. A rather curt answer was made by the New York Yacht Club, which stated that when the challenge came "in proper form" it would be considered, and enclosed a copy of the second deed of gift.

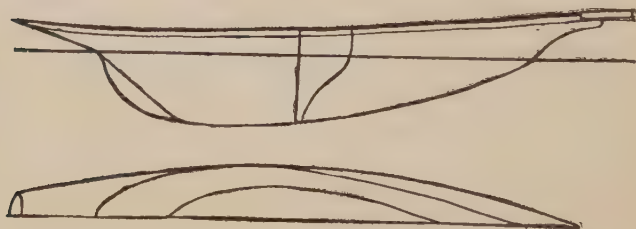
The Scottish club still continued in trying to be forehanded by arriving at a definite understanding as to the size of the boats, so that neither one would be outbuilt, but getting no satisfaction they went ahead with their plans, determined to adhere strictly to the letter of the deed, and not to give out any more information than was required.

So Mr. Bell formed a syndicate, of which he was the principal member and manager, and commissioned George L. Watson, a noted English naval architect and the designer of the *Madge*, to get up plans for a large cutter. This boat was built in Glasgow that winter, and the formal challenge was sent in March, at which time 85 feet was named as the waterline length of the Scotch boat.

On account of the failure of the early negotiations, this boat was built under lock and key and no one save the designer, builders, and members of the syndicate knew what she was to be like until she was launched in April. Hence it was not until the receipt of the formal challenge in March that plans could be made for a defender. But General Charles J. Paine again came to the front with an offer to build a sloop to meet the *Thistle*, as the challenger was named, and on account of his success in the two previous matches the matter of defense was left to him. He went at once to Edward Burgess and placed an order for a sloop, 85 feet 10 inches being decided upon as the waterline length of the new boat. She was to be built of steel and, as the time was short, the order was placed with Pusey

& Jones Co., of Wilmington, Delaware, as they had facilities for turning out a fast job. The yacht was built in the remarkably short time of sixty-six days, and was launched the last day of June, being christened *Volunteer*.

While following generally the forms of *Puritan* and *Mayflower*, she showed some marked deviation from those boats. She was narrower and deeper than either of her predecessors, had



Thistle.

a graceful clipper bow, making her longer over all, while her keel had more curve, or "rocker," to it than the straight keels of *Puritan* and *Mayflower*. She also carried more sail, spreading 9271 square feet. On the waterline length just given she was 106 feet 3 inches long over all, with a beam of 23 feet 2 inches, and a draft, exclusive of board, of 10 feet.

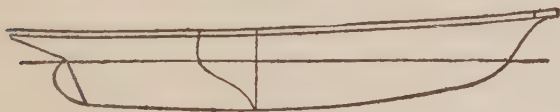
Thistle's designed dimensions as given were



The graceful Scotch challenger Thistle.

85 feet waterline, 108 feet 6 inches over all, 20 feet 3 inches beam (the widest cutter of her size built at that time in England), and 13 feet 10 inches draft, while she spread 8968 square feet of canvas. She also had a clipper bow in contrast to the plumb stem of the older cutters, and her forefoot was cut away excessively to give a minimum of wetted surface when sailing in a light breeze. Her bilges were also slightly harder than in the narrow, wall-sided cutters.

The English challenger was unusually successful in home waters, winning eleven first prizes, one second, and one third out of fifteen races before sailing for this country, and beating *Genesta* and *Irex*, another fast cutter, easily. So the hopes of English yachtsmen were high that



Volunteer.

she would bring home the Cup. She arrived at New York on August 16th after a fast passage across of twenty-two days, made under a moderate jury rig. After her arrival things began to happen thick and fast.

On account of the secrecy which surrounded her building there was much speculation here as to just what form George Watson had given the new challenger, and many absurd rumors went flying around as to what the *Thistle* was like under water.

Soon after her arrival the enterprising manager of one of the New York daily papers arranged to have a diver go down some dark night and "explore" her bottom. This was done, and the result of his examination was published in a drawing of the boat's underwater form in the paper that hired him. *Thistle* must certainly have been a queer yacht if she looked anything like this drawing, and Mr. Bell, her managing owner, remarked when he saw the article in question, "The proprietor of that paper will feel like shooting that diver when the *Thistle* is docked and her real form is seen."

There was also considerable resentment in this country over the secrecy maintained about her, though the cause for it seems apparent in the attitude of the New York Yacht Club in the early correspondence. This came to a head when she was finally measured here and found to be 86.4 feet on the water instead of 85 feet

as given, though it is probable that this was caused by her floating deeper than her designed waterline, as frequently happens with new yachts, and not from any intent. She paid the penalty of this in her measurement for time allowance, and as the figure sent over with the challenge was necessarily taken from the plans and not from the boat itself, no one could foretell that she would measure *exactly* this at the line of flotation.

It looked for a time as if this really slight matter, slight so far as any real advantage to the challenger was concerned, would result in a break, but the matter was adjusted amicably with the help of the old pacifier, Mr. George L. Schuyler. *Volunteer* was still the larger boat and had to allow *Thistle* time.

Volunteer's early performances were just as gratifying to us as *Thistle's* had been to the English, and in her entire first season it is said that she lost only one race. It was a foregone conclusion that she would be chosen as the defender, and in beating to windward she was invincible against any American boat. Still there was the formality of a trial race, *Mayflower*, then owned by E. D. Morgan, of the

New York Yacht Club, being the only boat to enter against *Volunteer*.

After two attempts to sail a race had to be abandoned for lack of wind, the third trial, in a fine breeze, resulted in an easy victory for *Volunteer* by 16 minutes and 2 seconds, and the new sloop was chosen without more ado.

Two out of three races were decided upon for the international series, one over the inside course, one to windward and return outside Sandy Hook, and the third, if necessary, triangular, over an outside course. The date set for the first race was September 27th.

The morning of that day broke gray and somber, with indications of fog, blown in by the fitful northeast breeze. There was no improvement as the morning wore on and the two stately racers loafed around the committee boat off Owl's Head, waiting for the starting signal, which was withheld until a real breeze should set in. In these early hours *Thistle* moved very much faster than *Volunteer* in the light air, and the English and Scotch sympathizers in the excursion fleet were jubilant and freely bet jugs of "Scotch" on the outcome.

The truth was that foxy old "Hank" Haff

at the wheel of *Volunteer* was "killing" his boat in the short tacks around the line, not seeing any need of displaying his boat's real form until after the starting gun. General Paine, with his old straw hat on as usual, was taking it easy and apparently saw little cause to worry.

It was 12:32 before the starting whistle sounded from the committee boat, and at that time there was a light S.S.E. breeze coming in from sea. Both boats were caught some distance from the line, but *Thistle* was over first, on the port tack, nearly two minutes ahead of *Volunteer*. The wind was evidently hauling, for it headed both boats and they stood over for the Staten Island shore. Less than fifteen minutes after the start *Volunteer* tacked and crossed the *Thistle's* bow, having made up her early loss in this brief space, and in just the kind of airs that *Thistle* had been doing so well in before the start.

Slowly they beat down the channel, tack and tack, the wind gradually working around to southwest. At the Spit buoy *Volunteer* was over fifteen minutes ahead and the thoughtless excursion fleet had forsaken *Thistle* for the leader, giving the latter their backwash and

crowding so close to *Volunteer* on both sides that her crew hung from her quarter a big canvas sign, painted in large letters and reading, "Keep Astern." They took the hint, but soon forgot themselves again and the sign had once more to be hung out during the race.

The *Thistle* was a mile astern when *Volunteer* rounded the lightship at 3:42 P. M. The wind had freshened somewhat and gone back to south; so with no more windward work the reach and run home were a procession, *Thistle* being nearly twenty minutes astern as the *Volunteer* crossed the finish line and received the noisy demonstration of the fleet. The assurance of the Scotch and English enthusiasts was gone, and instead of drinking at the expense of their American friends, they were drowning their sorrow at their own.

The table shows the elapsed and corrected times:

NAME	START	FINISH	ELAPSED	CORRECTED
			TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Volunteer</i> ...	12 34 58 $\frac{1}{4}$	5 28 16 $\frac{1}{4}$	4 53 18	4 53 18
<i>Thistle</i>	12 33 06	5 45 52 $\frac{3}{4}$	5 12 46 $\frac{3}{4}$	5 12 41 $\frac{3}{4}$



Volunteer turning Sandy Hook Lightship in the race of September 27, 1887.

While American yachtsmen were jubilant over the victory, *Thistle* being feared before the race on account of her radical departure from the other cutters that had come over, Mr. James Bell, the Scotch yacht's owner, was about the most disappointed man imaginable. He could not understand how his boat could have been beaten so badly and thought that something must have gotten foul of her bottom. So strongly did he believe this that he had *Thistle's* bottom swept before the next race, but found nothing there. The fact is that every boat seems to move fast when she is winning, but the same boat looks to be going very sluggishly when another boat near her is moving faster than she is.

Mr. Bell also criticised the inside course, saying it was the worst he had ever sailed over; and while it was a poor course for an international race, with many turns, strong tides and eddies, and the true wind liable to be broken by the shores, it was no worse than many of the courses in England, which are laid out on estuaries or land-bound waters with stronger tides than we have here. As a matter of fact, this was the last race where the New York Yacht Club in-

sisted on this inside course being used in an international event.

Although the two yachts went out to the lightship on September 29th, there was not enough wind for a race and it was postponed until the 30th, when there was a fine easterly breeze of moderate strength blowing. The course was laid dead to windward from the Scotland lightship for twenty miles and the starting gun banged at 10:40. *Thistle* was close to the line and again slipped over ahead, twenty-one seconds after the gun, though *Volunteer* luffed around the stern of the committee boat and got the windward berth. After the first fifteen minutes it was apparent that the Yankee sloop was outpointing the cutter, and on the long twenty-mile thrash she continued to eat out to windward. The breeze held true and *Volunteer* turned the outer mark fourteen minutes ahead of *Thistle*. The run home brought some solace to the canny Scotchmen, for *Thistle* gained nearly three minutes, but not enough to bring her within striking distance, as she was over a mile and a half astern at the finish, which was represented by 11 minutes and 25 seconds actual time. The official times were:

NAME	START			FINISH			ELAPSED	CORRECTED
	H.	M.	S.	H.	M.	S.	TIME	TIME
<i>Volunteer</i> ...	10	40	50 $\frac{3}{4}$	4	23	47	5 42 56 $\frac{1}{4}$	5 42 56 $\frac{1}{4}$
<i>Thistle</i>	10	40	21	4	35	12	5 54 51	5 54 45

This ended the affair, and though the Scotchmen were disappointed they took their defeat in a most sportsmanlike manner and the best of feeling prevailed. The *Thistle* party had no sooner gotten ashore after the last race than they sent a letter to the New York Yacht Club saying that a challenge would be forthcoming for a race the following year as soon as permitted under the terms of the deed, and naming seventy feet as the waterline length of the new yacht.

The *Thistle* sailed for home in October, and was subsequently sold to the German Emperor, who raced her for some years under the name of *Comet*. The *Volunteer* was sailed and raced for many years and was only broken up in 1911, at the age of twenty-five years.

One thing should be mentioned in connection with this race as showing how partisanship can warp the judgment. *Thistle* was sailed in her races over here by Captain John Barr, a Scotchman, who had been in this country before as

skipper of the English cutter *Clara*, which came over in 1885 and was extremely successful here during three seasons. After the *Thistle* returned to Scotland the rumor spread that Captain Barr had sold out the *Thistle* to the Americans and had not raced her to win. There was absolutely nothing to support the rumor, but it fed for a time on the disappointed hopes of the Scotch partisans.

Captain Barr later settled in this country, where he had many important commands, was honored and respected, and was known as a very clever racing skipper. There was not a word of truth in the accusation, it is needless to say.

CHAPTER X

LORD DUNRAVEN'S TWO CHALLENGES AND THE "VIGILANT-VALKYRIE" MATCH OF 1893

IN the six years between the *Volunteer-Thistle* race of 1887 and the challenge of 1893 many things happened that had a marked bearing on the future of *America's* Cup racing, and caused a sharp controversy between the New York Yacht Club and British yachtsmen. Without going into a discussion of all the points involved, a brief review of the whole situation is necessary for a proper understanding of the future history of the Cup races.

In October, 1887, only a few days after the last *Volunteer-Thistle* race and of the receipt of the notice of Mr. Bell's second challenge, the New York Yacht Club decided to ask Mr. George L. Schuyler to draw up a new deed of

gift for the *America's* Cup, as it was felt that the one of 1882 was not satisfactory, and a committee was appointed to take the matter up. This was done, and Mr. Schuyler promptly drew up a new deed, of much greater length and in more legal form, and sent it to the club with the Cup. This deed, generally called the "New Deed of Gift," was accepted by the club, and is the one at present in force. It is given here in full.

"This deed of gift, made October 24, 1887, between George L. Schuyler, as sole surviving owner of the Cup won by the yacht *America* at Cowes, England, August 22, 1851, of the first part, and the New York Yacht Club, of the second part, witnesseth:

"That the said party of the first part, for and in consideration of the premises and the performance of the conditions and agreements hereinafter set forth by the party of the second part, has granted, bargained, sold, assigned, transferred, and set over, and by these presents does bargain, sell, assign, transfer, and set over unto said party of the second part, its successors and assigns, the Cup won by the schooner-yacht *America* at Cowes, England, upon August 22, 1851, to have and to hold the same to the said party of the second part, its successors and assigns, in trust, nevertheless, for the following uses and purposes:

"This Cup is donated upon the condition that it shall

be preserved as a perpetual challenge cup for friendly competition between foreign countries. Any organized yacht club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or other executive department, having for its annual regatta an ocean water-course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup with a yacht or vessel propelled by sails only and constructed in the country to which the challenging club belongs, against any one yacht or vessel constructed in the country of the club holding the Cup.

“The yachts or vessels, if of one mast, shall be not less than sixty-five nor more than ninety feet on the load water line; if of more than one mast, they shall be not less than eighty feet nor more than one hundred and fifteen feet on the load waterline.

“The challenging club shall give ten months’ notice in writing, naming the days for the proposed races, but no race shall be sailed on the days intervening between November 1 and May 1. Accompanying the ten months’ notice of challenge there must be sent the name of the owner and a certificate of the name, rig, and following dimensions of the challenging vessel, namely: Length on load waterline, beam at load waterline, and extreme beam, and draught of water, which dimensions shall not be exceeded; and a Custom House registry of the vessel must be sent as soon as possible.

“Vessels selected to compete for this Cup must proceed under sail on their own bottoms to the port where the contest is to take place.

"Centerboard or sliding keel vessels shall always be allowed to compete in any race for this Cup, and no restriction or limitation whatever shall be placed upon the use of such centerboard or sliding keel, nor shall the centerboard or sliding keel be considered a part of the vessel for any purposes of measurement.

"The club challenging for the Cup and the club holding the same may, by mutual consent, make any arrangement satisfactory to both as to the dates, courses, number of trials, rules, and sailing regulations, and any and all other conditions of the match, in which case, also, the ten months' notice may be waived.

"In case the parties cannot mutually agree upon the terms of a match, then three races shall be sailed, and the winner of two of such races shall be entitled to the Cup. All such races shall be on ocean courses, free from headlands, as follow:

"The first race, twenty nautical miles to windward and return; the second, an equilateral triangular race of thirty-nine nautical miles, the first side of which shall be a beat to windward; the third race, if necessary, twenty nautical miles to windward and return, and one week-day shall intervene between the conclusion of one race and the starting of the next race.

"These ocean courses shall be practicable in all parts for vessels of twenty-two feet draught of water, and shall be selected by the club holding the Cup; and these races shall be sailed subject to its rules and sailing regulations, so far as the same do not conflict with the provisions of this deed of gift, but without any time allowance whatever.

"The challenged club shall not be required to name its representative vessel until at the time agreed upon for the start; but the vessel when named must compete in all the races, and each of such races must be completed within seven hours.

"Should the club holding the Cup be, for any cause, dissolved, the Cup shall be transferred to some club of the same nationality eligible to challenge under this deed of gift, in trust and subject to its provisions. In the event of failure of such transfer within three months after such dissolution, said Cup shall revert to the preceding club holding the same, and under the terms of the deed of gift. It is distinctly understood that the Cup is to be the property of the club, subject to the provisions of this deed, and not the property of the owners of any vessel winning a match.

"No vessel which has been defeated in a match for this Cup can be again selected by any club as its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time of such defeat. And when a challenge from a club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided.

"And the said party of the second part hereby accepts the said Cup, subject to the said trust, terms, and conditions, and hereby covenants and agrees, to and with the said party of the first part, that it will faithfully and fully see that the foregoing conditions are fully observed and complied with by any contestant for the said Cup during the holding thereof by it, and that it will assign,

transfer, and deliver the said Cup to the foreign yacht club whose representative yacht shall have won the same in accordance with the foregoing terms and conditions, provided the said foreign club shall, by instrument in writing, lawfully executed, enter with the said party of the second part into the like covenants as are herein entered into by it, such instrument to contain a like provision for the successive assignees to enter into the same covenants with their respective assignors, and to be executed in duplicate, one to be retained by each club, and a copy thereof forwarded to the said party of the second part.

"In witness whereof said party of the first part has hereunto set his hand and seal, and the said party of the second part has caused its corporate seal to be affixed to these presents, and the same to be signed by its commodore and attested by its secretary, the day and year first above written.

"GEORGE L. SCHUYLER.

"THE NEW YORK YACHT CLUB.

"By ELBRIDGE T. GERRY,

"Commodore.

"JOHN H. BIRD,

"Secretary."

When the terms of this new deed were published they provoked at once a great amount of hostile criticism abroad. The notice of challenge from Mr. Bell and his associates was with-

drawn, and it was freely stated that no English yachtsmen would be found to challenge under it.

The principal clauses which caused dissatisfaction abroad and led to charges of "unfairness" may be summarized briefly: They were those in regard to the substituting of the ten months' for the six months' notice; the stipulation that the challenger must give, ten months in advance, the length on waterline, beam on waterline, beam extreme, and draft of water; the requiring of a challenger to race without time allowance in case terms cannot be agreed upon by mutual consent. Furthermore, it was said that the mutual consent clause was so ambiguous that only lawyers could decide it, and that the whole deed was too complicated to govern the sport of yacht racing satisfactorily.

Of course the principal sticking point was the giving of the exact dimensions of the challenger ten months in advance. Strictly speaking, this in itself is hardly practicable, for it would mean that the boat would have to be designed in detail nearly a year before the first race, and that not one of these dimensions could then be exceeded,

even to obtain the necessary trim by changes in or the addition of ballast that might lengthen the line of flotation. With the challenger held down to a fixed set of dimensions, the defending club could study these with a view to outbuilding, which should be easy to do if races were sailed without time allowance, as was possible under the terms of the deed.

Some time later Mr. George L. Schuyler, in defense of the new deed, pointed out the reason for this clause as to dimensions, saying: "When I consented to the making of the new deed this provision was considered by me to be of minor importance. We were probably influenced by our recent experience with the dimensions of the *Thistle*. That yacht went over the dimensions sent us by her owners by about eighteen inches, load waterline measurement, but when I was called upon to decide her eligibility to race the *Volunteer*, I said I believed Mr. Bell had acted in good faith, and I consequently decided that she could sail. The main reason we ask for the load waterline length, draft of water, beam at the waterline, and extreme beam, is to know what kind of a vessel we have to meet. I believed the challenged party has a right to know

what the yacht challenging is like, so that it can meet her with a yacht of her own type if it is to be desired.

“I deny most emphatically that giving the dimensions asked for will reveal the lines of a vessel, and I do not believe any yacht designer will say it will. The *Volunteer* and *Mayflower* is a case in point. The dimensions of these two yachts are almost identical, and still their lines are very different. If you give a designer these dimensions, which yacht will he produce? We never asked for the lines of a boat. We do not want them, but we do believe the challenged party has a right to know what kind of a craft it will have to contend with.

“Look at our position at present. We only have one of the recent Cup defenders—the *Volunteer*—to fall back upon, and she is for sale, and may be sold next fall. If the English gentlemen were sharp they would build a ninety-foot boat, and then tell us that they do not care to arrange a series of races by mutual consent, but will abide by the terms of the deed. The result would be races on the open sea, boat against boat, no time allowance being given, and we would be forced to build a ninety-foot boat

unless we would be content to meet the challenger with a boat four feet shorter.

"The matter which I thought of greatest importance, when the new deed was drawn up, was that of courses. I wanted it so arranged that in case of a disagreement as to the conditions of races, the boats would race on the sea without time allowance, and thus avoid the possibility of a challenger being left to the mercy of a club course where she would not have an equal chance to win."

The New York Yacht Club also pointed out to the English critics that the new deed "expressly provided that the club challenging for the Cup and the club holding it, may, by *mutual* consent, make any arrangement satisfactory to both, and also any and all other conditions of the match, etc., etc."

As a matter of fact, the deed does not make it quite clear as to just how much could be conceded under this clause, and how many of the fixed terms of the deed could be waived, and this was one of the objections raised by Lord Dunraven in his first challenge. By failing to agree upon terms the challenger would be forced to the alternative of racing without time allowance, each boat would naturally be built to the



The little English cutter *Minerva*, whose success made many converts to the keel boat in America.

limit of the deed, and, of course, the home boat could be built much lighter than one that had to sail three thousand miles of open sea.

But to get away from legal documents and back on our course again. In spite of all the hubbub over the deed, in the spring of 1889 the Royal Yacht Squadron sent a challenge for the Cup on behalf of the Earl of Dunraven, with a letter from Designer Watson saying that the challenger would not exceed seventy feet water-line length, and would be named *Valkyrie*.

The New York Yacht Club was willing to make concessions as to the dimensions furnished, and other matters could have been adjusted by mutual consent, but the negotiations finally fell through because the New York Yacht Club insisted that if the challenger won, the Cup should be held by the Royal Yacht Squadron under the full terms of the new deed of gift. This the Yacht Squadron refused to agree to, saying that it did not consider the deed fair and would not want to make other clubs race for the Cup under its terms.

Here the matter ended, with some more unimportant letter writing, and was not taken up again for nearly three years.

In the meantime Mr. George L. Schuyler,

the donor of the Cup, under the last two deeds, and the surviving member of the old *America's* syndicate died on board Commodore Gerry's steam yacht *Electra*. His death marked the passing of an important figure in *America's* Cup history. He was a fair and high-minded sportsman who always stood for the best there was in yacht racing, and he had frequently smoothed the paths that others had torn up, and poured oil on the troubled waters of international strife, to the satisfaction of both sides.

But the Earl of Dunraven was not to be balked of an attempt to win the famous Cup, deed or no deed; so, in November, 1892, after some more letter writing, a compromise was agreed upon and the Royal Yacht Squadron challenged in his behalf. The New York Yacht Club promptly accepted by a unanimous vote.

The New York Yacht Club agreed to waive the question of measurements in the ten months' notice, and to require waterline length only, with a penalty if the figure given was exceeded. In fact, the club has never since insisted on all the measurements, but has been satisfied with the length only, though the deed was not changed.

In return, the Yacht Squadron in effect swallowed the new deed, and agreed not to refuse any challenge under its specific conditions, though it still claimed the *right* to accept a challenge under the same terms as those of the match in question, in case it won. The New York Yacht Club also agreed to Dunraven's request for a series of three out of five races rather than two out of three. Lord Dunraven named the cutter *Valkyrie II.* as the challenger, with a waterline length of eighty-five feet and designed by George L. Watson.

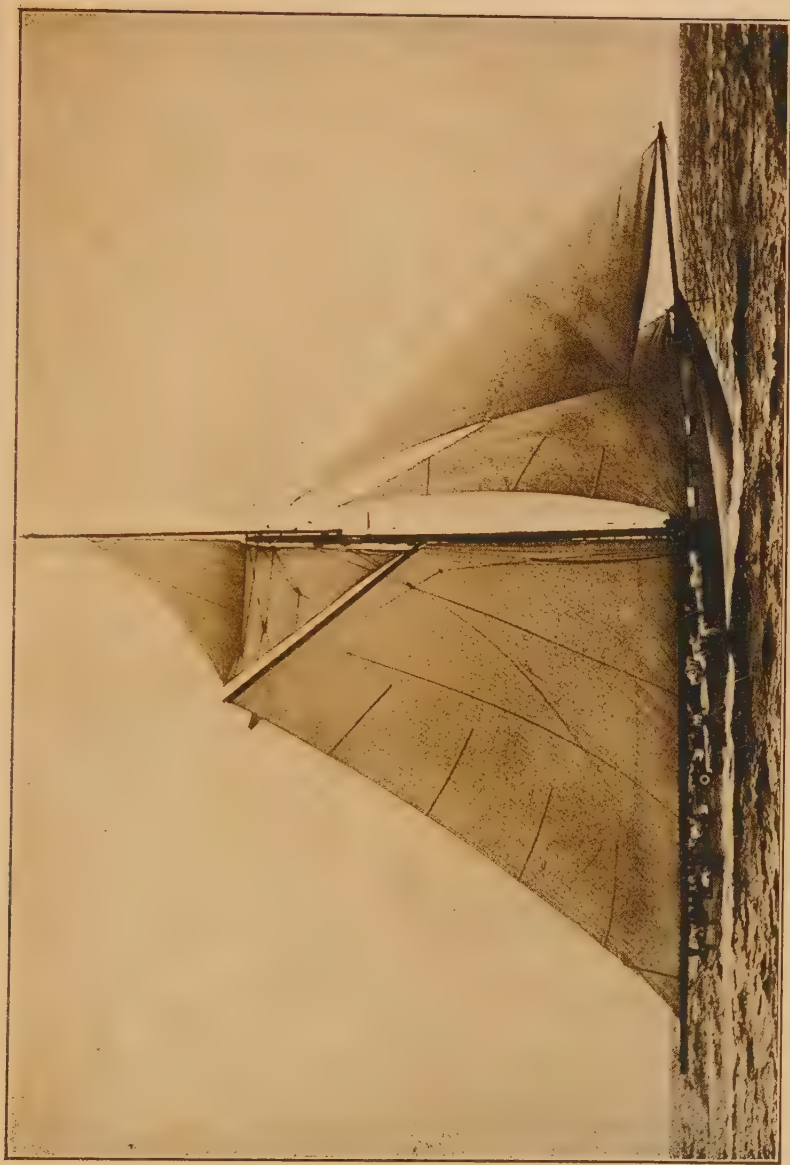
So that stretch of broken water was safely passed, and another international race was assured. But in the six years intervening since the last race another great change had taken place in yacht designing in this country, one that had made *Volunteer*, the last defender and our only big sloop, obsolete for such an important event.

In 1891 there was launched from the shop of the Herreshoffs, at Bristol, Rhode Island, a forty-six-foot waterline sloop which was a radical departure from anything that preceded it in this country. The most noticeable things about this boat were her tremendously long overhangs,

not only the stern being carried out, but the forward overhang as well. The forefoot was entirely cut away, the sweep from the stemhead to the bottom of the keel being almost a straight line. She was a keel boat, drawing ten feet, with an S form of midship section, so that she was of light displacement, yet when heeled down her long ends resting on the water gave her great additional bearing surface, and she carried 4100 feet of sail—as much as the sixty-one-foot waterline defender *Mischief*. This boat was named *Gloriana*.

She was a masterpiece of designing and technical skill, and immediately put the Herreshoffs in the foremost rank of sail yacht designers. Up to that time their reputation had been made largely in steam craft.

Gloriana had phenomenal success her first season, and she was followed in 1892 by the *Wasp*, of the same size and type, but more powerful, and, in the hands of Capt. Charles Barr, a brother of John Barr of the *Thistle*, she was even faster than her prototype. Then came the eighty-four-foot sloop *Navahoe*, of the same general lines, and this hull form became the accepted one in America.



Vigilant, the conqueror of Valkyrie II, with topsail set over reefed mainsail. A fine boat that has had a long and honorable career.

Undoubtedly many of the original features of these boats were due to the coming to this country, in 1888, of the little English cutter *Minerva*, which in the following two years was very successful, and beat all of our boats of her class. She contained, in a lesser degree, some of the elements that Herreshoff put into *Gloriana* and *Wasp*, though the American designer developed them to a much higher state.

Thus it happened that Lord Dunraven's challenge found us unprepared to meet a big boat of this design (as it was conceded that *Valkyrie* would be), and the New York Yacht Club immediately set about the work of getting a defender. A syndicate of club members, which was composed of Archibald Rogers, F. W. Vanderbilt, W. K. Vanderbilt, F. A. Schermerhorn, J. P. Morgan, and J. E. Brooks, placed an order for an eighty-five-foot waterline sloop with Herreshoff, all the details being left to the designer. This boat was the *Colonia*. She was a keel boat, built of steel, and bore the general earmarks of *Wasp*, but on a larger scale.

Boston was not to be denied a finger in the pie, and General Paine was again in the field with a big sloop called the *Jubilee*, designed by

his son, John B. Paine, and built of steel at Lawley's yard. She was of the fin keel type, the largest boat of that type so far tried.

Edward Burgess, the young designer of the last three successful defenders, had died of typhoid fever in 1891, and not only Boston, but the country at large, was the loser. He was one of the foremost men of his profession at the time of his death, and since the *Volunteer*, in 1887, he had turned out many fine racing yachts that had usually accomplished what they had been designed to do.

Though Burgess had gone, the successors to his firm, Stewart & Binney, had a commission from another Boston syndicate for a Cup defender, and they turned out the *Pilgrim*, an extreme fin keel type of boat, with a shallow body and very little displacement.

As if these three boats were not enough, still another New York syndicate must needs come into the field, with C. Oliver Iselin as the active head, and including many prominent New York yachtsmen. They also went to Herreshoff to place their order. This boat was named *Vigilant*; and while the first Herreshoff boat, the *Colonia*, was of the keel type, *Vigilant* was a

deep centerboarder, the board working through a slot in the lead keel. Furthermore, she was built of Tobin bronze plates, which were very strong and gave a smooth, slippery surface. She was the first large yacht in which this material was used. It is said that this second syndicate arranged with the makers of these bronze plates for an exclusive supply, so that none of the other defenders could procure any.

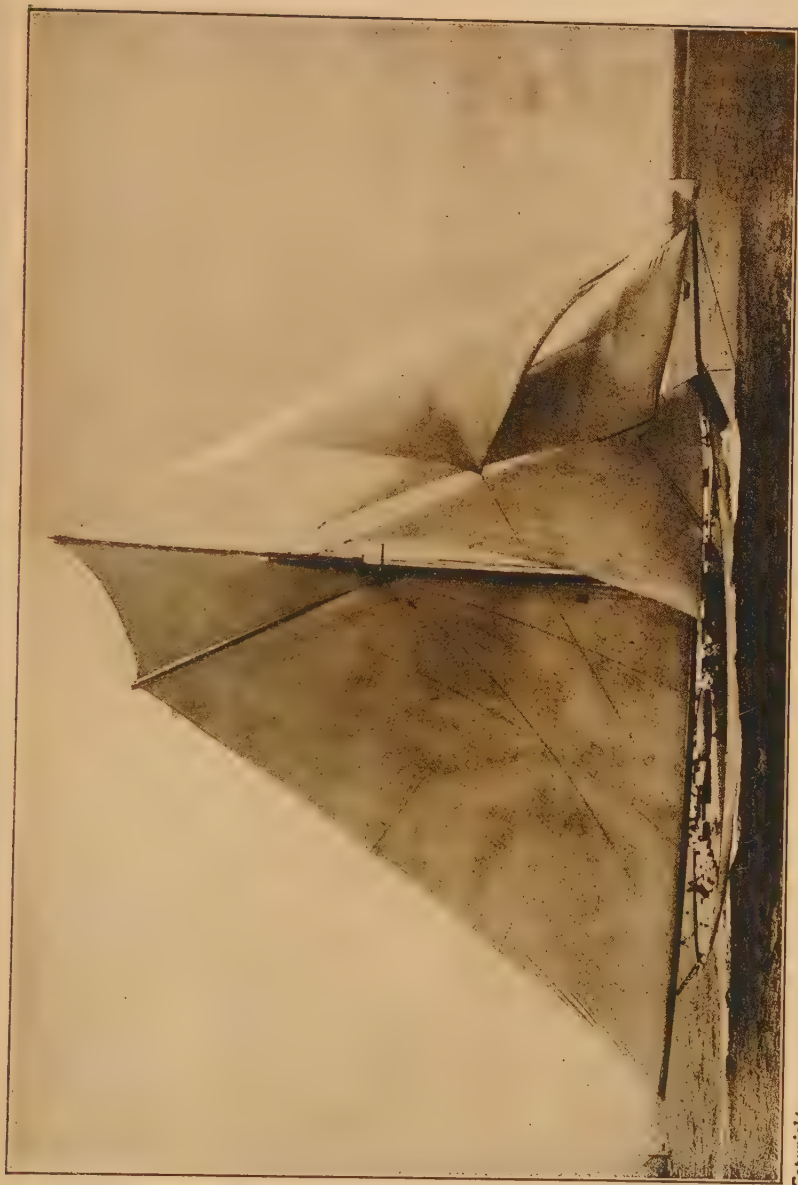
With these four big sloops out for Cup defense honors, the best of racing was had all that summer. They created an immense amount of interest throughout the country, the daily newspapers devoting columns to their try-outs and races.

It was apparent fairly early in the season that *Vigilant* and *Colonia* were the most likely yachts. The two fin-keelers, while fast on some points, had a number of defects, which might have been expected, as they were largely in the nature of experiments, *Jubilee* not only having a fin, but two centerboards as well, one of them being small and located in the bow.

The series for the *America's* Cup was to begin October 5th, and the first trial race between these four new sloops to pick the defender was sailed

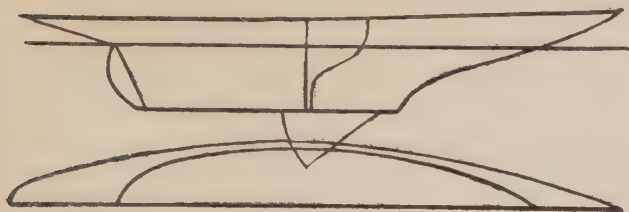
on September 7th. There is not space to describe in detail this, or the two subsequent races, though they were full of interest and provided the best racing between large sloops that had ever been seen in this country. *Colonia*, with old "Hank" Haff at the wheel, won the first race, beating *Vigilant* by only six seconds, corrected time. This was in a hard breeze off the Hook. Both *Vigilant* and *Jubilee* had their topmasts housed, though Haff "cracked on" with the *Colonia* and carried a small working topsail. Both the Boston boats got into trouble. *Pilgrim* carried away the jaws of her gaff just before the start, and had to put back; while one of the peak halyard blocks on *Jubilee* gave way under the strain of the thresh to windward, and she had to retire. To show the speed of the boats, *Colonia* covered the fifteen nautical miles of the run home in 1 hour 14 minutes and 11 seconds.

All the broken gear was repaired in time for the second race, September 9th, which was sailed in light airs, that hardened toward the finish. *Vigilant* won by 4 minutes 32 seconds from *Jubilee*, *Colonia* being last. The third race was sailed in a strong easterly wind and rough sea. The course was fifteen miles to windward and



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Colonia, one of the unsuccessful boats of the quartette built in 1893 for the defense of the Cup.



Vigilant, a deep "centerboarder."

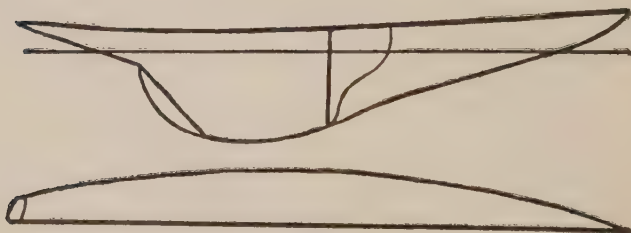
return, and *Vigilant* again won by 6 minutes and 43 seconds from *Colonia*, the second boat. The Boston pair again had trouble with their gear and sails, and were late in starting and still later in finishing.

After seeing these three races the *America's* Cup committee unanimously chose *Vigilant* as the defender, and so notified Mr. Iselin. The remaining time before the real races was spent in a thorough tuning up and in remedying such defects or weaknesses as had developed during the strenuous trials.

Before getting into the thick of the actual battle for the Cup, let us look for a moment at the two rival boats and compare them as to size and form. *Vigilant* was a big boat, 124 feet long over all, 86 feet on the waterline, with 26 feet 3 inches beam, and 14 feet draft, with a bronze centerboard, increasing this draft to 24

feet when on the wind. She spread 11,272 square feet of canvas, or over 2000 feet more than the last defender, *Volunteer*. She was very broad on deck, and this, together with the fact that she carried an abnormally large crew of about seventy men, who could lie down on the windward side and acted as so much live ballast, allowed her to carry what was then considered an enormous sail plan. Her centerboard weighed four tons.

Valkyrie II. was 117 feet 3 inches long over all, 85 feet 10 inches on the water, 22 feet 4 inches beam, and drew 16 feet 4 inches. She carried 10,042 square feet of sail, or 1200 less



Valkyrie II.

than the defender. She was built of wood over steel frames, and she was commanded by Captain Cranfield, one of the foremost English professional yacht skippers.

We did not know much about *Valkyrie's* capabilities in this country. She was said to be "good" in both a drift and a blow, and as usual there were many doubters among the throngs that crowded the big excursion fleet that fully expected to see the Cup go back in her.

The first race of October 5th had to be called off, owing to lack of wind, after the yachts had rounded the outer mark, at which point *Valkyrie* was over twenty-six minutes ahead of *Vigilant*, due to her picking up a slant of wind that *Vigilant* missed. If the wind had held after rounding *Valkyrie* would have been a sure winner. But it flattened out to a dead calm that prevented their finishing within the time limit and this saved the defender.

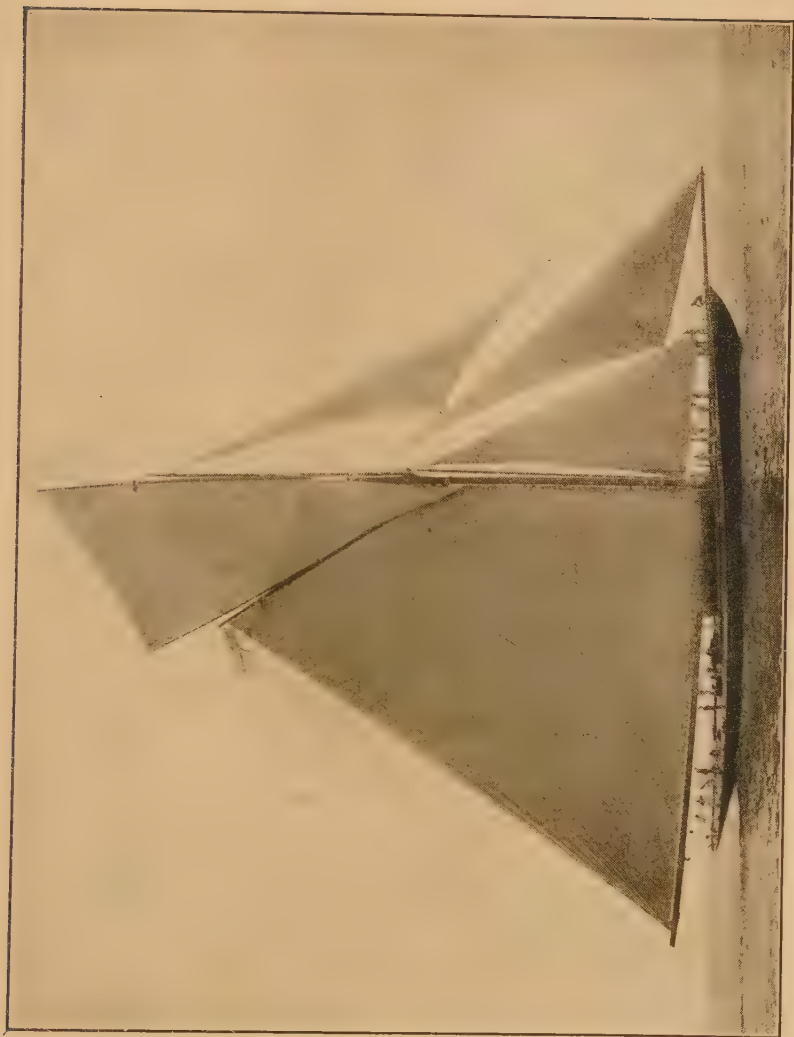
On October 7th the two sloops tried it again, and this time they found a soft west by north breeze coming off the land. They were sent away at 11:25, dead before the wind on a fifteen-mile leg, with a beat back. It was a one-gun start this time. That is, the starting time of the boats was counted from the minute the gun went instead of the actual time of crossing up to the expiration of a two-minute interval, as had been

the custom. So every second saved at the start counted.

Valkyrie got across first, almost with the gun, and immediately set a light, snowy muslin spinaker that caught the faintest zephyr. *Vigilant* was right after her and also hoisted light sails smartly. She was in charge of Captain William Hansen, but Nathaniel G. Herreshoff, her designer, was also on board, and at the wheel a good part of the time.

They had it nip and tuck for the first half of the leg, when *Vigilant* caught a freshening breeze first and slowly passed her rival, giving the Dunraven party a capital opportunity of studying her shapely Herreshoff stern. She continued to draw ahead and was 8 minutes and 6 seconds in the lead when the outer mark was rounded.

The breeze had shifted so that the boats could lay the course home, and a little better, so they trimmed in flat and hard and "looked up" as high as possible. *Valkyrie* footed very fast on this leg, and gained perceptibly on the big *Vigilant*, which seemed to be holding rather higher than necessary. Three miles from the finish *Vigilant* started sheets, and, heading off, romped down on the finish line, which she crossed 7 min-



Lord Dunraven's first challenger, Valkyrie II.

utes and 36 seconds ahead of the English cutter, or 5 minutes 48 seconds corrected time, as the table shows.

NAME	START			FINISH			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Vigilant</i>	11	25	00	3	30	47	4	05	47	4	05	47
<i>Valkyrie II.</i>	11	25	00	3	38	23	4	13	23	4	11	35

According to the custom of letting a day intervene the two boats did not appear off the Hook again until October 9th. They found the wind southwest, piping a merry little breeze that gave promise of more behind it. The course this time was an equilateral triangle, ten miles to a leg, the first one being a beat to windward.

The quarterdeck gang of *Vigilant* was on the job this time, mindful of the fine work of *Valkyrie* at the start of the previous race, and got the jump on the challenger, crossing first nineteen seconds after the gun and pocketing *Valkyrie* very cleverly under their lee. Both boats made a long hitch, but Cranfield, no matter whether he sailed *Valkyrie* fine or hard full, could not squirm out of his bad position. For practically the whole first leg *Valkyrie* was right down to leeward of the American boat, and at

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the first turn was 4 minutes and 45 seconds behind.

It was a broad reach to the second mark, the wind increasing, and the sea getting up, but the two boats tore along at a great clip, *Vigilant* making the ten nautical miles in 50 minutes 20 seconds, or at a twelve-knot rate. They jibed around the mark, *Valkyrie* now nearly ten minutes behind, and laid a course back to the light-ship, while the wind, as if still not satisfied, hardened to twenty-nine miles an hour. Lee rails were buried in suds, and *Vigilant* still kept gaining, while the mercurial beings that patronized the excursion steamers were forgetful of the unkind things they had said of "Nat" Herreshoff the first day, when *Valkyrie* was so far in the lead.

There was no chance now for the Britisher, and the black cutter trailed along in the wake, losing 3 minutes and 26 seconds more in the leg. The official figures of the race were:

NAME	START			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Vigilant</i> . . .	11	25	00	2	50	01	3	25	01
<i>Valkyrie II.</i>	11	25	00	3	02	24	3	35	36



Vigilant and Valkyrie II docked to be measured.

When it was all over it was found that *Vigilant's* bowsprit, an immense, long spar, had been sprung, and a new one had to be shipped before the next race, which was October 11th. This race turned out to be another fluke, due to the fickle October breezes. It was getting dark as the yachts rounded the outer mark, and the six-hour time limit expiring soon after, the race was called off and the disgusted crews passed tow-lines to waiting tugs for the journey back.

Valkyrie still had another chance to justify her long journey across the Atlantic, and it came two days later, on October 13th, a day that will be remembered always by those who went down to the old red lightship, if they were fortunate enough not to succumb to the heave of old ocean.

It was not only the 13th, but Friday also—a combination out of which most anything might come. And something came. The first thing that arrived was the breeze. It was already there when the yachts and the excursion fleet got to the line, coming from due east, with a fine jump of sea running. Storm warnings were up for a swift moving gale, but luckily it didn't come, though many of the swivel-chair fleet and

the parlor yachtsmen thought it was a gale that they found outside Sandy Hook.

The first untoward happening was the carrying away of one of the *Vigilant's* throat halyard blocks shortly before the start, and the mainsail had to be taken off her to repair it. While the sail was down Captain Hansen and his crew turned in a reef, in anticipation of trouble. Captain Cranfield on the *Valkyrie*, seeing this, and also scenting a breeze, likewise lowered away and tucked in a single reef. Then both boats set working topsails above reefed mainsails.

While this was going on, the time agreed upon for the start arrived. Lord Dunraven had been very insistent upon the starting signal in all races being given at 11:25, no matter what happened; but as his boat was fully three miles from the line at that time and busy reefing, the committee very considerately waited for him, though *Vigilant* was at hand, and all ready—no, not quite ready, for her bronze centerboard was jammed, and could not be lowered. The crew finally pried it loose, and down part way, and signaled that they were ready, but it was 12:27 before the starting gun boomed over the tumbling water.



Jubilee, a Boston Boat which lost out to Vigilant.

Both boats came down on the line trimmed flat for the hard fifteen-mile thresh to windward. *Vigilant* seemed to have the best position, but suddenly Cranfield jammed his helm hard up, *Valkyrie* swung around like a top, and, from a leeward berth, planted herself on the defender's weather side, where she stayed throughout the entire windward leg. It was a grand race, the seventy men on board the *Vigilant* stretched out along the weather rail to help hold her down. *Valkyrie* carried but thirty-five men.

Throughout that long, hard thresh in a heavy sea the cutter fairly outsailed the American boat, pointing higher, and for the most part footing as fast. As they rounded the outer mark after two hours of drenching work *Valkyrie* was 1 minute and 55 seconds to the good. Their elapsed times to the mark were: *Valkyrie*, 2:06:40; *Vigilant*, 2:08:35.

It was a hard task that now lay before *Vigilant*—that of making up some third of a mile in a run down the wind, with the cutter going like a scared cat and determined to hold what so few other English Cup hunters had ever won on a windward leg.

The run back was “chockful” of excitement, and resolved itself into the most spectacular race

of any heretofore seen for the ancient bit of silver. As no better account of the incidents of this long stern chase has been written than the one by Mr. W. P. Stephens, in *American Yachting*, it is quoted here:

"On rounding the outer mark *Valkyrie* set her spinnaker after the English fashion. The sail, in a loose bunch, was hoisted from below deck and sheeted home as quickly as possible. In doing this it got caught on the bitts and was torn a little. Running in a sea and heavy wind this tear soon increased until the sail went into tatters. Another, a large and beautiful sail of light fabric (the famous muslin one of the first race), was set in its place, the work being done very smartly, but it was too light for such a breeze, and it soon went to pieces. Nothing daunted, the 'bowsprit spinnaker,' corresponding to the American balloon jibtopsail, but smaller, was set as the last resort.

"On board *Valkyrie* no attempt was made to shake out the reef in the mainsail or to shift topsails; but as soon as *Vigilant* was off the wind, and her spinnaker, sent up in stops in a long, compact rope, was broken out and sheeted home, the real work of the day began. Her balloon

jib-topsail fouled in hoisting, and a man was sent to the topmast head, and thence down the topmast stay, to clear the sail. After this was done a man was sent along the boom, with a lifeline from the masthead about his body, cutting the reef points as he went; meanwhile a man at the topmast head was lashing the working topsail, clearing the topsail halyard, and sending it down to the deck, while another man at the gaff end was doing the same with the topsail sheet. With the working topsail still in place, the whole mainsail was shaken out, the halyards sweated up, and the small club-topsail was sent aloft. By dint of this work, such as was never before witnessed in yachting, at the imminent danger of losing the mast and the race, *Vigilant* sailed past *Valkyrie* near the finish line and led her across by 2 minutes 13 seconds, winning the race by forty seconds, corrected time."

It was an unusually fast race, as the accompanying table will show:

NAME	START			FINISH			ELAPSED TIME			CORRECTED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Vigilant</i>	12	27	00	3	51	39	3	24	39	3	24	39
<i>Valkyrie II.</i>	12	27	00	3	53	52	3	26	52	3	25	19

Valkyrie had added ballast and been remeasured since the previous race, and her allowance reduced to 1 minute and 33 seconds.

It was a close shave—the closest in any Cup contest so far. *Valkyrie* had her chance, but it was not to be. If her spinnakers had stood the strain, the story would probably have been different—but, then, yacht racing is made up of "ifs."

Lord Dunraven, on the whole, took his defeat in good part, though he complained that the first races were not true windward and leeward ones owing to the wind's shifting, which, of course, could not be helped, and, also, that *Valkyrie* was bothered considerably by excursion steamers—an evil that had grown to serious proportions since the increased interest in these matches, and one that the New York Yacht Club was called upon to take measures to abate. So, while beaten fairly, he did not think the relative merits of the two boats had been altogether decided.

Valkyrie II. was laid up in New York for the winter, and did not return home until the following year, when *Vigilant*, which had been purchased by George and Howard Gould, was also sent across to race in English waters, under



Pilgrim, an out-and-out fin keel boat built for the defense of
the cup in 1893.

command of "Hank" Haff, of Cup defense fame.

The two boats were not destined to decide further the question of supremacy, however, for the *Valkyrie* II. was sunk on the Clyde in one of the first races of the season by the English ninety-footer *Satanita*.

Vigilant raced with indifferent success, meeting among other fast cutters the *Britannia*, owned by the Prince of Wales. In these encounters *Britannia* won twelve out of seventeen races, and although *Vigilant* was faster in a strong breeze, she was slower in light to moderate winds and was not as quick handling as the English cutter.

Vigilant was brought back to this country, where she was used as a trial horse against the *Defender*, as will be told in the next chapter, and was subsequently turned into a yawl and saw many years of hard and useful service.

CHAPTER XI

THE "DEFENDER—VALKYRIE III." RACE OF 1895.

LORD DUNRAVEN AT ODDS WITH THE NEW YORK
YACHT CLUB.

THE three races between *Vigilant* and *Valkyrie II* were the closest, as a whole, of any that had yet been sailed, and so far from being discouraged by his failure to take home the Cup, Lord Dunraven immediately set about another attempt to win it. He again went to Watson for the plans, and during 1894 the famous English designer was busy evolving another boat, better suited to American racing conditions. This time Dunraven had associated with him in the enterprise Lord Lonsdale, Lord Wolverton, and Captain Harry LeB. McCalmont, the latter a well known English yachtsman and sportsman.

A challenge was sent the New York Yacht

Club in the autumn of that year for a race in 1895. No difficulty was had in arranging satisfactory terms, and a series of three races out of five was agreed upon, the water line length of the challenger being given as 89 feet and her rig that of a cutter. September was the month fixed for sailing the match.

In *Valkyrie III*, as the new yacht was called, George Watson showed that he was not above learning what he could from the American designers, and he turned out as wide a vessel as *Vigilant*, with just as large a rig as it was possible for her to carry. She was a big, powerful craft with long ends, giving added stability as she heeled, and was very flat as compared with the then prevailing practice. Her principal dimensions were, length over all 129 feet, water line 88 feet 10 inches, beam 26 feet 2 inches, and draft 20 feet. Her sail area was 13, 028 feet, or 3,000 more than was carried by *Valkyrie II*—quite a jump in one boat. She was built of wood over steel frames.

In this country we were not content to trust the defense to *Vigilant*, especially after her poor showing against *Britannia* in 1894, and a syndicate was formed in the New York Yacht Club

(syndicates were getting to be the fashion those days, with the growing cost of building and running a defender) to build a new boat. In this syndicate were C. Oliver Iselin, who was to manage the yacht, W. K. Vanderbilt, and E. D. Morgan. Of course the syndicate went to Herreshoff to have the boat built. The "Wizard of Bristol" as he was getting to be called, had a monopoly on Cup defense honors that year, as he has had for a number of years since.

But while Watson was following the general form of the *Vigilant*, "Nat" Herreshoff was not to be caught napping, and in *Defender*, as the new yacht was called, he made a bold move by going back to a narrower, deeper boat with finer lines (she was but 8 inches wider than *Valkyrie II*) and built as lightly as possible. Manganese bronze, a very expensive and strong metal, was used for bottom plating while the frames were steel and the top plating aluminum to save weight.

As a matter of fact it was thought by many that Herreshoff rather overdid this lightness, for *Defender* was structurally weak, and many stories were current as to the way she "worked" and that her mast was in danger of going through

her bottom. These stories were denied, but those that were in a position to know credited them. Anyway, the structural defects were remedied, and she hung together long enough to go through the season—and also the trial races with *Columbia*, four years later.

The dimensions of the *Defender* were: length over all 123 feet, length waterline 88 feet 5 inches, beam 23 feet, and draft 19 feet, while she carried 12,602 square feet of sail, or 426 square feet less than the challenger.

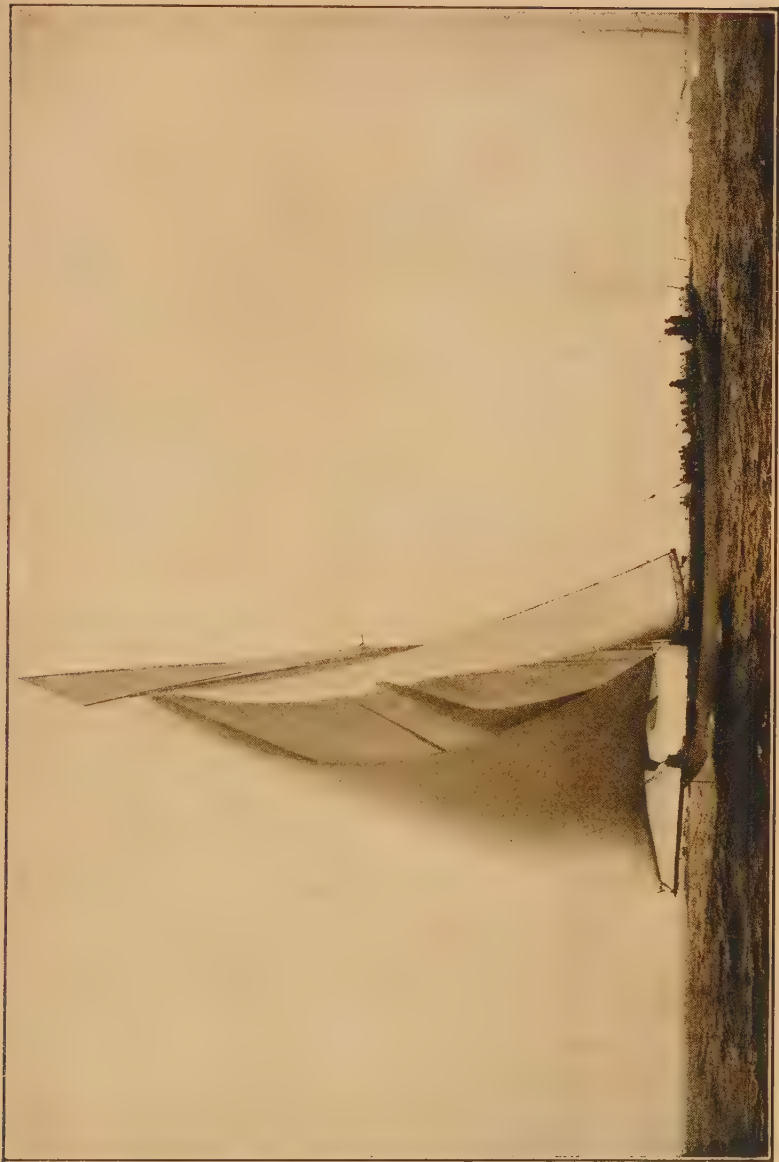
In fact, the two boats were in type virtually the opposite of what had been the custom heretofore, *Defender* being practically the cutter, with her narrow beam, deep draft, fine lines, and large angle of heel, while the challenger had all the characteristics of a sloop—broad beam, shoal body, light displacement, hard bilges, and big sail spread. It was a funny switch on the part of both designers, and in the sequel we “were to see what we should see.”

Defender was put in charge of the old reliable “Hank” Haff, though Mr. Iselin sailed on her in all her races as manager. For crew, it seemed fitting that we should dispense for a time with the proverbial “scowegian” or “square head”

Scandinavian yacht sailor, and Captain Haff went down to Deer Island, Maine, the home of the American fishermen, and picked up a crew from there, about which many patriotic things (and much slush) was written. But they were a good crew, and under old "Hank" they made the "brass" boat go.

Vigilant was fitted out by George J. Gould, and in charge of Captain Charles Barr, a younger brother of John, who was making his first essay in charge of a yacht in search of America's Cup honors, was used as a trial horse against the new yacht. Charley Barr was always an aggressive racing skipper, and some hard and interesting scrapping was seen between the two boats throughout the season, that was marked by many protests and some ill feeling. After the trials *Defender* was picked by the America's Cup Committee to meet the *Valkyrie III*, which had arrived in this country August 19th.

The *Valkyrie* had made the voyage across under ketch rig in twenty-two days, a very creditable proformance, though she was strained somewhat in her hull and had to be repaired at Erie Basin, where her racing spars were shipped. Before leaving England she had sailed three



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Defender before the wind.

aces against *Britannia*, winning one by eighteen minutes, and losing one on corrected time by one minute, six seconds, and another by three minutes, six seconds.

Both boats were measured by John Hyslop, the measurer of the New York Yacht Club, on the day before the first race. *Valkyrie* was the larger, and her rating was slightly higher than the *Defender's*; consequently she had to allow the American boat twenty-nine seconds in time over a 30-mile course.

The morning of September 7th found both racers being towed out to the Scotland Lightship over a glassy sea, which had, however, considerable heave to it, —“ old sea ” the sailors call it, — from a previous breeze. On arriving at the lightship they found a big fleet of excursion boats, which grew as the hours went by, and increased to unwieldy proportions, as the Government did not then patrol the course with revenue cutters in the efficient way that it now does.

As there was no air stirring, there was a long wait for wind and the starting signal was not given until 12:20 p. m. “ Hank ” Haff had his charge close to the line and was first over, with sails trimmed in hard and *Valkyrie* right

under his lee. The wind was east by south, and the course was fifteen miles to windward and return, with a six-hour time limit to the race.

Valkyrie soon worked out from her bad position under *Defender's* lee, and, footing faster, drew ahead in an alarming fashion, though not pointing as high. The boats split tacks, one going off in one direction and one in the other, and when they came together again some time later, having gone about once more, the excitement was intense. As they approached each other it was seen that they were very close together, and as *Defender* finally slipped across *Valkyrie's* bow a mighty cheer broke from the crowd on the trailing fleet.

From that point *Defender* was never headed, and rounded the outer mark well in the lead. It was just "cutter" weather, a lop of sea on and a moderate breeze, and the narrower *Defender* made the better going. It seemed as if fate played a large part in the game.

In the run home the American boat continued to draw ahead and crossed the line eight minutes and twenty seconds ahead, actual time. The result is tabulated below:-

NAME	START	ELAPSED	CORRECTED
		TIME	TIME
	H. M. S.	H. M. S.	H. M. S.
<i>Defender</i>	12 20 46	5 00 24	4 59 55
<i>Valkyrie III.</i>	12 20 50	5 08 44	5 08 44
<i>Defender</i> won by 8 minutes 49 seconds.			

Immediately after this race things began to happen, and Lord Dunraven made the first step that was to lead to a most serious controversy and a break of all further relations with the noble Earl. When the boats had finished Mr. Latham A. Fish, the American representative on board *Valkyrie*, went aboard the Committee boat with a complaint from Dunraven that the *Defender* had had more ballast put aboard after she had been officially measured, which brought her down below her measured water line. Dunraven asked for a remeasurement before the next race. He also complained about the crowding of the excursion steamers and claimed that *Valkyrie* had been bothered seriously by them.

In refutation of this charge *Defender* was measured again the next afternoon, Sunday, and no material discrepancy was found between the two measurements, there being only one-eighth of an inch difference in *Defender's* water line

length and one-sixteenth of an inch in *Valkyrie's*. This was easily accounted for in the difference in the conditions under which they were measured. The New York Yacht Club also took steps to try to keep the course clear for the following race. Here the matter of the alleged tampering with the ballast apparently ended, though it was taken up later, as subsequent events will show.

The second race was sailed on September 10th, the course being triangular, ten miles to a leg. It was a quiet hazy morning with a light southerly breeze, and at 10:40 the Committee set the signals for the course, the first leg of which was a beat to windward down the low-lying Jersey coast.

By the time the preparatory gun boomed at 10:50 the fleet of excursion steamers was on hand and crowding as close to the starting line as it dared. Just before the starting signal both boats were coming down on the line, close hauled, *Valkyrie* on *Defender's* weather, when the big steamer *Yorktown* blundered right across their course and separated the two boats for an instant. When they emerged on the other side of her *Valkyrie* was still on *Defender's* weather but



Defender (at left) and Valkyrie III waiting for the starting gun.

had drawn slightly ahead. It was only a few seconds to the gun and both boats were heading up for the Committee boat at the weather end of the line. Just before they reached the line Captain Sycamore, who was steering *Valkyrie* at the time, swung off a trifle and bore down on *Defender*, which was under his lee.

Seeing that he could not draw clear across the American boat's bows, and that *Defender* would hit *Valkyrie* if "Hank" Haff held his course, Sycamore was forced to luff sharply, and in doing so the end of *Valkyrie's* main boom swept the deck of *Defender*, and, fetching up against the latter's starboard shrouds as *Valkyrie* swung around on her heel, the topmast stay snapped with a loud twang that could be heard on the Committee boat.

Defender's topmast immediately sagged away off to leeward under the strain of her immense club topsail, and cracked some five feet above the lower mast head. Haff shot his boat up into the wind while sailors swarmed aloft to ascertain the amount of damage, and Mr. Iselin set a protest flag at once, which was answered from the Committee boat. Seeing that the topmast was not coming down, though

it hung over to leeward when on the starboard tack, Haff got his jib topsail in, rigged a preventer or temporary topmast shroud, and kept on after the *Valkyrie*, which had not stopped to inquire as to the amount of damage she had caused. It was an unequal fight, however, as on one tack the *Defender* was badly hampered by her sagging topmast, though on the other tack she did very well.

At the first, or windward mark, *Valkyrie* was three minutes ahead. On the next leg with the wind broad off, Capt. Haff took a chance, sent up a small jib topsail, and set sail after the flying Englishman. *Defender* moved fast and managed to hold her own with *Valkyrie* on the 10-mile leg.

Valkyrie turned the second mark well in the lead, but on the last leg, which was a reach, *Defender's* "well" side was to windward and she could carry her light sails all right. As the breeze also went lighter she immediately began to close up on *Valkyrie*. The leg was not long enough for her to catch the leader, however, and though she got close enough to threaten *Valkyrie's* wind, Lord Dunraven's yacht crossed the finish line two minutes and eighteen

seconds ahead, which, when corrected time was figured, was reduced to just forty-seven seconds.

NAME	START	FINISH	ELAPSED	CORRECTED
			TIME	TIME
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
<i>Valkyrie III</i> ..	11 00 13	2 55 22	3 55 09	3 55 09
<i>Defender</i>	11 01 15	2 57 40	3 56 25	3 55 56

Here was a pretty kettle of fish to add to a situation that was already very tense. The Regatta Committee of the New York Yacht Club, after ineffectually trying to bring about a mutual agreement between the two yachts to re-sail the race, got all the testimony together, supported by photographs of the foul, and the following day announced that they had disqualified *Valkyrie*. Their decision was worded as follows:

September 11, 1895

C. OLIVER ISELIN, Esq.

Dear Sir:—We beg to acknowledge receipt of your letter of yesterday protesting the *Valkyrie*. We have given the matter our careful consideration and we believe that the foul occurred through a miscalculation of the distance between the two yachts at a critical moment.

From our own observation, confirmed by that of others who were in a good position to see all that occurred, we

find that the *Valkyrie III.*, in contravention of section eleven of racing rule sixteen, bore down upon the *Defender* and fouled her by the swing of her main boom when luffing to straighten her course. We also consider that the *Defender* left the *Valkyrie* sufficient room to windward to pass clear of the Committee boat.

Your protest is therefore sustained.

S. NICHOLSON KANE,

IRVING GRINNELL,

CHESTER GRISWOLD,

Committee.

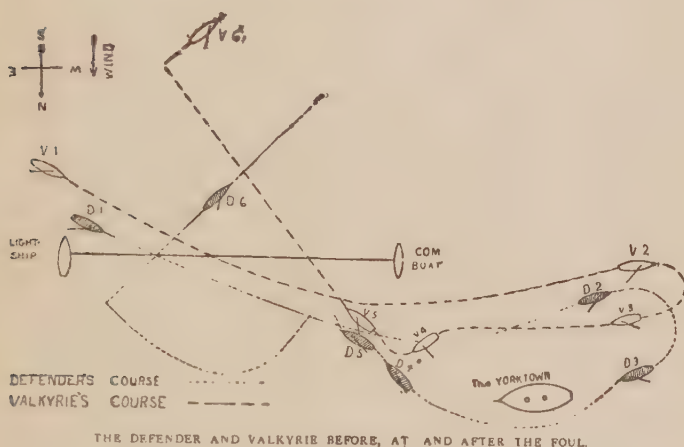
The rule referred to says that a yacht shall not bear away to prevent another yacht from passing her to leeward.

The justice of the decision was almost universally acknowledged by yachtsmen and was in strict accord with the rules and the facts. What probably caused the foul was this: Captain Sycamore, who was steering *Valkyrie* under Capt. Cranfield, had the weather berth and did not want to relinquish it. Finding that he was a little too early for the gun, and, being close to the committee boat, he bore off to run down the line so as to kill a few seconds. As he closed in on *Defender* and saw that he could not cross her bows, and that a collision would occur unless Haff bore away also, he luffed sharply, *Defender*



Valkyrie III, with grace in every line.

having the right of way under the rules, In doing so he did not allow enough room for *Valkyrie's* long main boom as the stick was 105 feet in length and projected well beyond *Valkyrie's* stern. Sycamore was used to sailing in somewhat smaller boats and probably did not quite realize that a 90-foot boat could not be handled in the same way as a 40-footer.



After the protest was decided in *Defender's* favor, Mr. Iselin immediately offered to resail the race, which he very properly would not agree to before, as he felt that a breach of the rules had caused the foul, and until it was decided which

boat was at fault, he could not offer to sail the race over and thus force *Valkyrie* to jeopardize what she had already won if the committee decided in her favor. The reverse, of course, also held true. Now that it was decided against *Valkyrie*, he could be, and was, fair minded enough to offer Lord Dunraven the chance to resail it, if he wanted to.

Dunraven declined the offer in the following communications:-

Dear Mr. Iselin:—I have received your note in which you express a wish that yesterday's race should be resailed.

That is a proposition to which, of course, I cannot agree. You would not have protested had you not believed that *Valkyrie* had caused a foul by committing a breach of the rules.

If she did, she must take the consequences.

The Regatta Committee has decided, for reasons according to their best judgment, but which, I confess, are beyond my comprehension, that she did break the rules. I made no protest, and because I thought the foul was probably accidental; but I consider that *Defender* caused it. You consider that *Valkyrie* was to blame. The Committee have decided that you are right and I am wrong and there the matter ends.

Yours very truly,

DUNRAVEN.

And again, the following day:

Dear Mr. Iselin:—I certainly could not entertain your suggestion.

Had the Committee ordered the race to be resailed, that would have been a different matter; but how could I possibly agree to resail a race decided and given against me by the decision of the Committee?

I wrote you last night to this effect, and am sorry you did not receive my letter. I had no opportunity of communicating with you this morning; but Mr. Duryea will, I dare say, have informed you as to my views. Thanking you for your suggestion, I remain,

Yours very truly,

DUNRAVEN.

After this second race of September 10th, Lord Dunraven wrote a letter to the Cup Committee complaining bitterly about the crowding of *Valkyrie* by the excursion fleet, and saying that in his opinion it was dangerous to try to maneuver yachts under such conditions as prevailed. He made the statement that for nearly the whole distance *Valkyrie* was forced to sail in broken, tumbling water, caused by the wash of steamers, and he declined to submit to such conditions again. In another letter written the following day he receded from this position so far as to say that he would sail again "if the Committee would take it upon themselves to

declare the race void, if, in their judgment, either vessel was interfered with by steamers and tug boats."

These communications were purposely not brought to the attention of the Committee until after the protest regarding the foul had been decided, which was at 2:30 p. m. of September 11th. Indeed, the second letter did not reach the Committee until 8 a. m. of the 12th, the day of the third race.

The matter of crowding on the course, however, was discussed between the Committee and Lord Dunraven the evening of the 11th, and the Committee offered not to start the race the following day until a clear space for maneuvering was assured, though it said it could not assume the responsibility of declaring the race void if either boat suffered from the excursion fleet after the start.

While undoubtedly both boats had been interfered with to some extent by the excursion fleet, it did not seem to be intentional, and there was no evidence that *Valkyrie* was bothered more than *Defender*, though Dunraven evidently thought that she was, and even went so far as to suggest postponing the race or sailing it on a

date not to be announced beforehand, so as to get rid of a large part of the excursion fleet.

The Committee did not feel that it had the power or the right to do this.

Here the matter rested, and the next day, September 12th, saw both boats at the line, *Defender* with a new topmast in place of the broken one. This time the captains of the excursion fleet, evidently heedful of the public outcry against the crowding, kept at a respectful distance, and the two boats had all the room they wanted around the line, while the course, as far as could be seen, was clear.

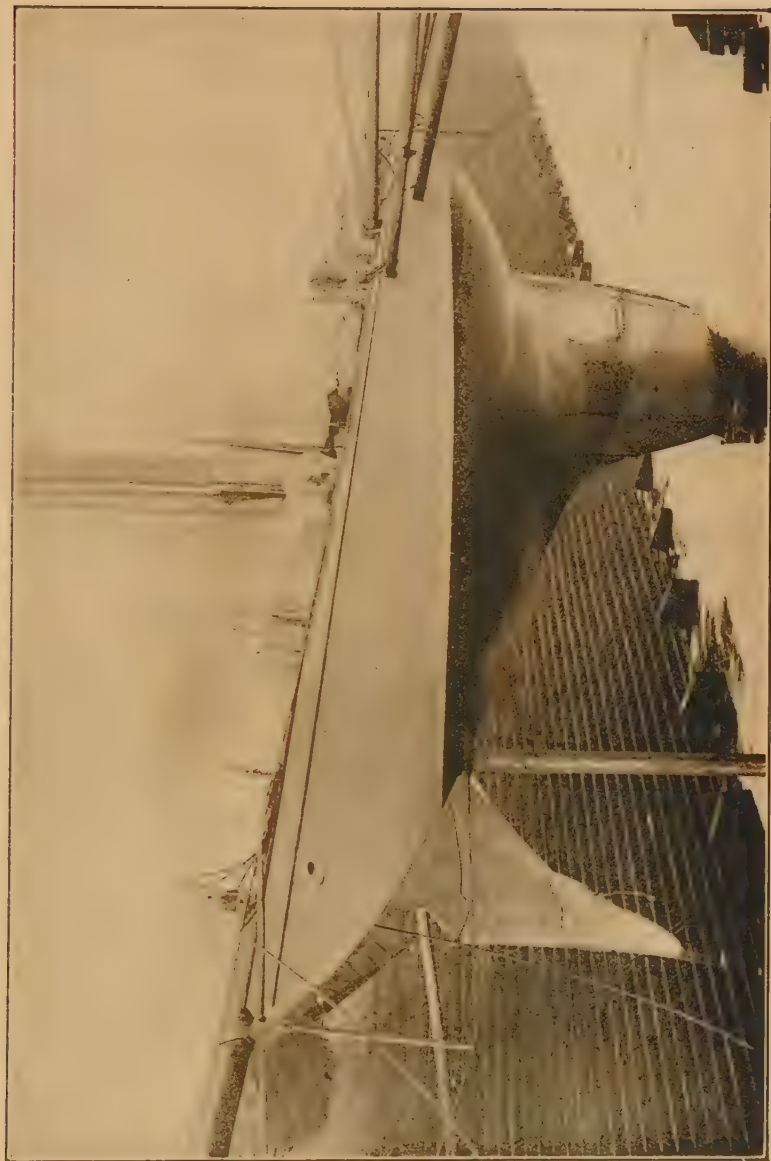
Yet there was something that set all the spectators wondering as they looked at the two stately racers hanging lazily around the lightship. *Defender* had an immense club topsail set as tight as a board on her new "stick", yet, though it was getting close to the starting hour, *Valkyrie's* topsail was still tightly "stopped" at her masthead, and she did not have her staysail set. There was only a light breeze stirring in which a challenger for the Cup needed every stitch she could set, and even the yachting "sharps" could not understand it.

At last the preparatory signal went from the

committee boat, the course was signalled, fifteen miles to leeward and return, and there was a nice little breeze that gave promise of a good race. Still there was no move on the part of *Valkyrie's* crew to set light sails.

Then the starting gun banged and *Defender* went over the line. She was followed by *Valkyrie*; but after crossing the latter immediately hauled on the wind and headed back for her anchorage. As she did this her racing flag was hauled down and the New York Yacht Club burgee sent up in its place, Dunraven being an honorary member of this club. Then it dawned on all those present that Lord Dunraven had quit and would not even finish out the series.

Defender sailed over the course, taking two hours, six minutes and thirty-four seconds to the outer mark, and four hours, forty-three minutes and forty-three seconds (corrected time) for the whole course. As she neared the finish line Mr. Iselin hailed the Committee through a megaphone and asked if he should cross the line. The answer was "yes", so the white sloop sailed past the Committee boat, her time was taken, and the series of 1895 was over. It must be con-



Valkyrie III in dry dock.

fessed that there was not much joy in the finish.

On board the Committee boat we may be pretty sure there were some hard things said about the noble Earl. They had a short forewarning of what was coming, for in Dunraven's second letter just referred to, which, it will be remembered, was handed to them at 8 a. m. of the day of the race, as they were going aboard the Committee boat, he had said that if the Committee would not agree to call the race void if either boat was interfered with, he, Dunraven, would take *Valkyrie* to Sandy Hook for the last race and go over the line just to give *Defender* a start. The Committee, however, hoped up to the last that Dunraven's better judgment would prevail to prevent this show of disapproval and pique.

Of course the Earl and his sporting ethics were "roasted" unmercifully in this country; but the matter finally died down to only an echo until after Dunraven's return to England the latter part of October, when he again took up the matter of tampering with *Defender's* ballast and of her re-measurement by the Committee.

In an article in the *London Field* of Novem-

ber 9th, and again in a speech on November 21st, Dunraven specifically charged that *Defender* had surreptitiously added ballast after being measured for the series, that was sufficient to bring her down in the water three or four inches more, and that this ballast had been removed again the night after the race, before she was remeasured the following day in compliance with his complaint. He based this charge on the fact that the *Defender's* tender, the steamer *Hattie Palmer*, laid alongside the American boat the night before and the night after the race, and that her crew had been busy until late in the night carrying something from one boat to the other; furthermore he claimed that *Defender* was *visibly* deeper in the water the day of the first race than when she was measured.

This, of course, was a most serious charge, involving our national honor and sportsmanship. Mr. Iselin at once replied to it in no uncertain terms and asked the New York Yacht Club for a full investigation of the matter, placing himself and the *Defender's* skipper and crew at the Club's disposal. In his letter to the Club he said, in part:—

"I was responsible for the proper officering and manning of the yacht. I personally examined the *Defender's* hold and every part of her on the morning of the 7th, immediately before the race, and I know the absolute falsity of the imputation. I consider myself therefore as standing before the world solemnly charged by Lord Dunraven with an offence as base as could possibly be imputed to a sportsman and a gentleman, and which I indignantly resent and repel; and more than that, with having betrayed the confidence of my associates in the ownership of the *Defender*, the trust placed in me by the New York Yacht Club, and the good name of my country, whose reputation for fair play was involved in the contest.

"Lord Dunraven claims to have sailed the race on Saturday, after being satisfactorily assured that he had been cheated in the fraudulent overloading of the *Defender*. He sailed the next race on the 10th, with the same conviction on his mind that on the first day's race he had been cheated. He broke off the last day's race not upon any such ground, but on the entirely distinct ground that the course would not and could not be kept clear. He went home, and after a silence of more than two months, he makes this odious charge in a communication, addressed not to me nor the owners of the *Defender*, nor to either the New York Yacht Club or the Royal Yacht Squadron, whom we respectively represented in the races for the *America's* Cup, but to a public newspaper on the other side of the Atlantic, which it would be impossible for me to read or reply to before it had already made a deep impression on the minds of his countrymen.

"Relying upon its belief in my integrity, the New York Yacht Club deemed itself justified in placing its honor and that of the country in my hands in the conduct of the race. I could not have imagined that, in assuming that trust, I should expose myself and you to such gross imputations. But now that they have been made I place myself in your hands, in order that the Club may take such steps as it sees fit, not alone to vindicate the *Defender* and the honor of her owners, but also to refute the imputation cast upon the good faith of the club and the country. I have the honor to remain,

"Very respectfully yours,

"C. OLIVER ISELIN."

The New York Yacht Club immediately called a special meeting for November 18 and thereat appointed a committee to go into the whole matter and sift it to the very bottom. This committee was composed of J. Pierpont Morgan, William C. Whitney, and George L. Rives, and before the inquiry began, there were added to it Captain A. T. Mahan, of the United States Navy, and the Hon. E. J. Phelps, late U. S. Minister to England, both men with a world-wide reputation.

At this meeting a letter was read from Mr. H. Maitland Kersey, Lord Dunraven's American representative, saying that while Dunraven

thought it was then too late to investigate the charges, he would come over at the pleasure of the Committee to testify in his own behalf.

While these charges were also mentioned in the report of Lord Dunraven to the Royal Yacht Squadron, the Squadron itself did not see fit to act, but preferred to treat the matter as a personal one between Dunraven and the New York Yacht Club. So the Earl came over in December with his testimony, and the meetings of the Committee began on December 27, and lasted five days.

It is not necessary to go into all the testimony adduced at this inquiry, which was conducted in such a way as to satisfy every fair-minded man on either side of the Atlantic. Dunraven's legal interests were looked after by George R. Askwith, a noted English Admiralty lawyer, while Joseph H. Choate took care of the New York Yacht Club's case.

Lord Dunraven failed signally to prove his charge. His case was based largely on the appearance of *Defender* in the first race, when, *to his eye*, it seemed that she was deeper than when she was measured, judging from the position of a pipe outlet in her hull, and by her bobstay

bolt being nearer the water. His evidence was intangible and mostly hearsay. He claimed that he had asked the committee to place someone aboard the *Defender* after the first race until she had been remeasured, and that in failing to do this all chances of proving his charge were lost.

For *Defender*, Mr. Iselin, Captain Haff, Mr. Herreshoff her designer, the official measurer, all the amateurs aboard, and every member of *Defender's* crew, with the exception of five who were shown to be away at sea, testified.

The testimony brought out the fact that *Defender* carried eighty-five tons of fixed lead ballast in her keel, and that she did not need any more, as she was amply stiff. As *Valkyrie* did not have bulkheads and interior fittings aboard, by mutual agreement, the New York Yacht Club rule covering this point was waived and bulkheads, water tanks, and fittings were removed from *Defender*. To take the place of this weight, sixty-three pigs of lead, weighing in all three tons were put aboard her *before* she was measured. As twenty-one of these pigs could not be properly stowed, they were taken aboard the *Hattie Palmer*, cut in two and put



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The "forward gang" sending up a headsail on the Defender.

back aboard the *Defender* before the first race, which was the work *Valkyrie's* crew saw going on the night of September 6.

Mr. Herreshoff and other witnesses testified that to have immersed *Defender* four inches more would have lengthened her water line thirty-two inches, or nearly three feet.

It was apparent that Dunraven's mind had become biased before the start of the series by some remarks emanating from someone on his tender, the Steamer *City of Bridgeport*, about the alleged water ballast that had been employed in some American yachts a number of years before, and he was evidently distrustful before even starting the series.

The report of the Committee, composed of men who commanded the confidence of the public and of yachtsmen everywhere, completely exonerated Mr. Iselin and the crew of *Defender*, as is shown by the following report:

"Upon a careful consideration of the whole case, the committee are unanimously of the opinion that the charge made by Lord Dunraven, and which has been the subject of this investigation, had its origin in mistake; that it is not only not sustained by evidence, but is completely disproved; and that all the circumstances indicated by him

as giving rise to his suspicion, are entirely and satisfactorily explained. They deem it, therefore, but just to Mr. Iselin and the gentlemen concerned with him, as well as to the officers and crew of the *Defender*, that the committee should express emphatically their conviction that nothing whatever occurred in connection with the race in question that casts the least suspicion upon the integrity or propriety of their conduct.

"And the committee are not willing to doubt that if Lord Dunraven had remained present throughout the investigation, so as to have heard all the evidence that was introduced, he would of his own motion have withdrawn a charge that was so plainly founded upon mistakes, and that has been so unfortunate in the publicity it has attained, and the feeling to which it has given rise."

This report was signed by all the members of the Committee.

It will be noticed that the Committee, though they might have scored Dunraven, handled him with a courtesy that he hardly deserved. It was supposed after the findings of the Committee and the failure to substantiate his charges, that Lord Dunraven would apologize; yet, though the report was published January 21, up to February 13 no apology had been received, and on that date, at a meeting of the club, his resignation as an honorary member was requested. As this resignation did not come up to Feb-

ruary 27, a resolution was offered and carried on that date expelling him from the New York Yacht Club. After this action a tardy resignation was received.

Public opinion in England did not support Dunraven in these charges. As a rule the press of that country either criticized him openly for bringing these charges, or else remained silent on the matter. Thus ended the most bitter controversy that had arisen since *America* brought the Cup to this country, not barring the unpleasantness that arose over Mr. Ashbury's second attempt to capture the bit of silver.

While this matter was being thrashed out, another challenge was received from England for a race in 1896. This came through the Royal Victoria Yacht Club, challenging in behalf of Mr. Charles Day Rose, a prominent London banker, naming the yacht *Distant Shore*. The challenge was promptly accepted, conditions were drawn up, and just a week after they were sent to England, or on October 23, Mr. Rose withdrew his challenge. In doing so, he wrote as follows: "Owing to the general impression that my challenge might be construed as an expression of opinion on the result of the last race,

I regret having to ask the New York Yacht Club to withdraw the same."

It is not known what pressure was brought to bear on Mr. Rose to withdraw this challenge. He was not a prominent yachtsman, however, and the withdrawal of his challenge was hardly more of a surprise than the tendering of it.



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Capt. Rhodes and crew of the Defender in the trial races against Columbia.

CHAPTER XII

SIR THOMAS LIPTON'S FIRST CHALLENGE

AFTER the rumblings of the Dunraven fiasco had died down English yachtsmen, though they had not supported the *Valkyrie's* owner in his position, and did not consider him a shining representative of British sportsmanship, nevertheless took but little interest in the *America's* Cup. It was felt on both sides of the water that it might be some time before another race was arranged, owing to the unpleasant incidents of the last match. There were rumors of challenges during the next two years, one of them from an Australian yachtsman, but nothing came of them.

It was with considerable gratification, then, that the New York Yacht Club, in the late summer of 1898, received a cable from the Royal Ulster Yacht Club, of Belfast, Ireland, giving

notice of its intent to challenge on behalf of one of its members, Sir Thomas Lipton, and saying that a committee from the club would be sent over to arrange details.

In September, this committee of three, accompanied by William Fife, Jr., the English naval architect who was to design the new yacht, arrived in New York, met the Cup Committee appointed by the New York Yacht Club, and in less than twenty-four hours everything had been agreed upon by "mutual consent." The New York Yacht Club was anxious for a race, and did not hesitate in making terms that satisfied the Royal Ulster Yacht Club and Lipton's personal representative.

The conditions were practically the same as those that had governed the two Dunraven matches. The New York Yacht Club did not hold out for the dimensions of the challenger required under the Deed of Gift, and the water line length only was asked for. This was given as 89.5 feet and the rig that of a cutter. The matches were to be sailed early in October, being fixed this late in the expectation of getting stronger breezes.

This challenge came somewhat as a surprise



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Setting the mainsail on a Cup Defender. All hands "tail on" to the throat and peak halyards.

to English yachtsmen as Sir Thomas Lipton had not been particularly identified with the sport, and while the owner of a large steam yacht, he knew practically nothing about sailing yachts or of racing. He was of Irish descent and had started in life as a grocer's clerk. His family was poor, but by sheer ability and perseverance he had become a successful tea merchant, and had built up a world-wide business that brought him a fortune. He was fifty-one years of age at the time of the challenge, and had already achieved considerable prominence in England, having been knighted by reason of his many philanthropies. He had many sterling qualities, was a good sportsman, and in the following five years, during which he made three attempts "to lift the cup," as he himself expressed it, showed himself a good loser and a fair-minded gentleman.

It will be noticed, if we look at the last three Cup races, that a great change had been taking place in the general character of these contests. Instead of the challenger being a prominent yachtsman racing in some regularly established class, who had what he believed to be a boat that was fast enough to warrant a try for the Cup,

he was more apt to be some rich man who could afford to build a boat especially for an *America's* Cup race and who, for some reason or other, might not be averse to the prestige that such a race would give him. In the Royal Clyde Yacht Club challenge the *Thistle* was owned by a syndicate; Dunraven was a comparatively newcomer to the sport, as was now Sir Thomas Lipton.

This was but natural, perhaps, by reason of the terms of the Deed of Gift which faced a challenger, and because of the tendency to regard the *America's* Cup as standing for speed alone, with no other qualities demanded or expected in the yachts that raced for it. It was also, in a way, unavoidable, by reason of different measurement rules in England and in America, which produced classes that did not exactly coincide.

So *America's* Cup races had come down to contests between so-called "racing machines," or yachts built only for this one event, to the extreme of lightness, with an abnormal rig, and with everything sacrificed to the one thing,—speed. It was no longer a matter of types, for both challenger and defender were practically

alike in form, rig, etc., with only minor differences between them.

To make matters worse we were, at that time, in America, sailing under a measurement rule that allowed great excesses in the way of flat bodies, long ends, etc.; and as this was the rule under which the challenger was also measured for time allowance, it was but natural that the designer of the English yacht should try to outdo us in these respects.

In any yacht the three prime factors that enter into her design as having a bearing on speed are: Length, sail area (or propulsive power), and displacement, or the amount of *body* that is to be driven through the water. The rule then in force took into consideration and taxed only length of waterline when on an even keel and sail area. With only two of the factors taxed it is natural that designers took all the liberties they could with the one that was not taxed, and they began to cut away underbodies and lengthen out the ends to give a greater water line length when heeled than when upright, until there was produced a long, flat body, with a deep, thin keel, practically amounting to a fin, carrying at its lower end a big chunk of ballast,

and with long spars of steel, trussed to give them sufficient strength to carry the tremendous sail area that was piled on them. While such machines were undoubtedly fast in smooth water, they were useless in a sea, and their spars could not support the press of sail in a breeze in which the older racers would have romped around the course under lower sails, or with a single reef tucked in.

Designing a Cup racer was getting to be an engineering problem in figuring out new forms of construction, strength of material, rigging, etc. In these things "Nat" Herreshoff excelled, and in addition to being counted one of our foremost designers and the one with the greatest experience in large "single stickers," the boats were constructed at his own plant.

When Lipton decided to challenge he was content with no half-way measures, and gave designer Fife a *carte blanche* order to spare no expense, but to turn out the fastest boat that money could produce.

William Fife, Jr., was the designer of the successful cutters *Clara* and *Minerva* which had raced in this country some ten years before, and while he had been very successful in small boats,

he had only turned out two large racing yachts, neither of which had been over successful.

In *Shamrock*, as Lipton named his challenger, Fife turned out a boat of the extreme type. She was built by Thornycroft & Co., the well-known builders of torpedo boats, and lightness of construction was demanded. She followed *Defender* somewhat in the use of material, her bottom plating being of manganese bronze, while aluminum was used for the topsides. It will be remembered that this latter material had proved unsatisfactory in *Defender*, that boat being structurally weak, and in this country it was discarded in the construction of future large yachts. *Shamrock* was tied together with stringers, straps, and cross braces inside to make her strong enough to stand the ocean crossing. Her racing mast, boom, and gaff were of steel, built up and braced, but the mast gave constant trouble by buckling in a breeze to such an extent as to impair the efficiency of her sails, of which it is said that she had six different suits that season.

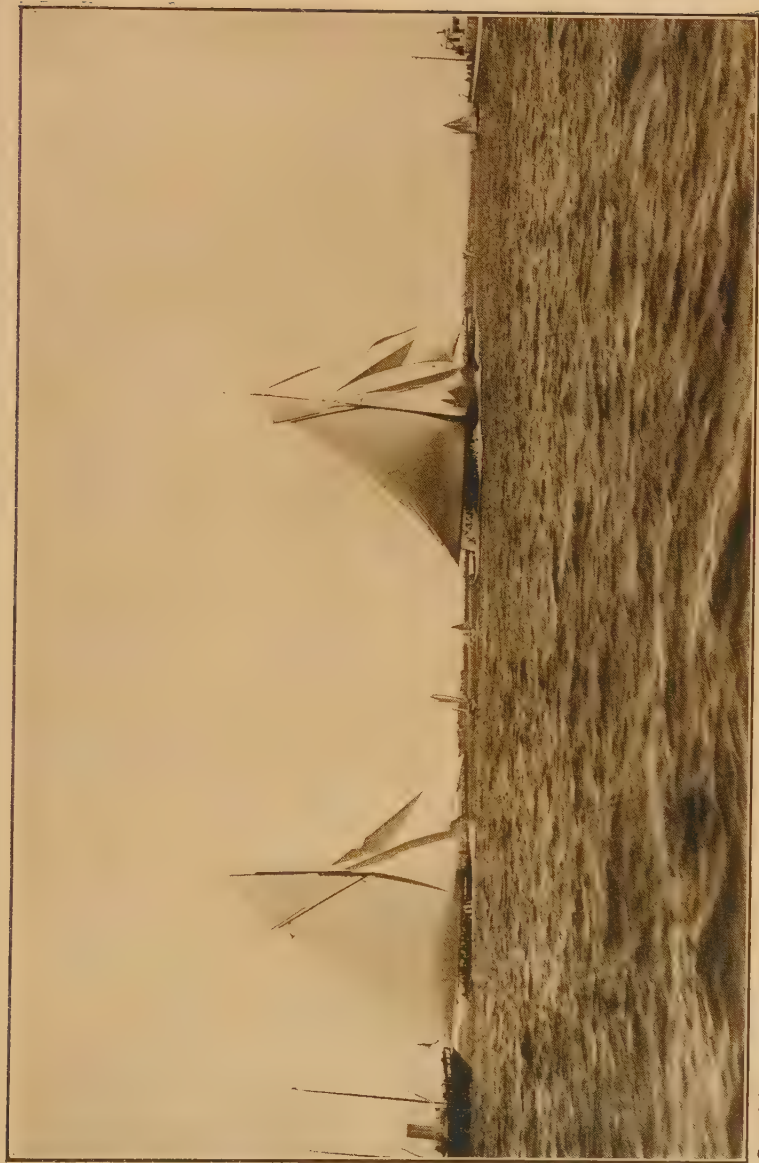
Her principal dimensions were: Length over all 128 feet, waterline 89 feet, 8 inches, beam 25 feet, draft 20 feet, 3 inches, and sail area 13,492 square feet. Her hull was very flat and

broad, with long ends, while her keel was hardly more than a fin, being cut away forward while the rudder post had a considerable rake to it. Great secrecy was observed in building her, so the weight of the lead bulb is not known, though it was said to be in excess of seventy-five tons.

For the defense of the Cup another syndicate was formed in the New York Yacht Club. This time it was headed by J. Pierpont Morgan, and C. Oliver Iselin was again chosen as managing owner, to have charge of the new boat during the season.

Of course Herreshoff was the designer and builder. The boat was built under lock and key, and long after any need for secrecy was past the impatient public was denied any information as to what *Columbia*, which was the name decided upon, would be like. Of course rumors sifted through locked doors, but they were about as reliable as such rumors usually are.

When *Columbia* was finally launched on June 10, and measured, it was known that she was 131 feet over all; 89 feet 8 inches on the water; 24 feet beam, and 19 feet 3 inches draft; with 13,135 square feet of muslin. She was plated with manganese bronze below the water and steel



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Columbia and Defender in the trial races. The former had no trouble in winning out.

above, and her spars were built of steel, except her bowsprit, and, of course, her spinnaker boom. She carried ninety tons of lead at the bottom of her nineteen-foot fin, which exerted great leverage at that depth and allowed her to carry her sail on a fairly narrow beam. She was also rather flat amidships, and in profile the challenger and the defender were very similar, though the *Shamrock* was the more powerful-looking, with greater beam and draft and slightly more freeboard.

The British boat was conceded a dangerous competitor by many of those who saw her, and some of her early trials in this country were such as to inspire fear for the outcome, especially when she "hit up" a thirteen-knot clip a number of times on a reach.

The *Shamrock* left England on August 3, after a couple of inconclusive trials against the Prince of Wales's famous cutter *Britannia*. She was under a jury yawl rig and was convoyed by her owner's steam yacht *Erin*, the New York Yacht Club departing so much from the letter (and in this case even the spirit) of the Deed as to grant permission to have the steam yacht tow her wherever it seemed advisable. This showed

more than anything else the change that had taken place in Cup racers, Mr. Schuyler and the members of the New York Yacht Club deeming it all important that a yacht should "proceed under sail on her own bottom to the port where the contest is to take place," when they made the Second Deed of Gift, after the Canadian challenges.

A quick and pleasant passage of 14 days and 20 hours was made across the Atlantic, much of it being at the end of a hawser behind the *Erin*; but the racing shell arrived in good shape, and immediately started to refit and get her racing spars stepped preparatory to a long tuning-up process.

Shamrock was in charge of Captain "Archie" Hogarth, who, though quite a young man, was considered one of the best professional racing skippers in England, ranking with Carter, Cranfield of the *Valkyrie III.*, and Parker, though much of his experience had been gained in smaller boats. As "second captain" on board was Robert Wringe, an experienced and able yacht skipper. This position of "second captain" was an English custom that prevailed on large racing yachts, the second man being some-

thing more than a mate, the corresponding position on American yachts, and assisting with his advice and judgment, as well as at the helm. During the actual races for the Cup this able pair also had the assistance of Captain Ben Parker, skipper of the German Emperor's schooner *Meteor II*, so that *Shamrock's* quarter deck did not lack for talent.

When *Columbia* was launched Charles Barr was selected by Mr. Iselin as her captain. This choice called forth much criticism at the time, as Barr was of Scotch birth and had but recently become a naturalized citizen, while many people felt that an American boat should have an American skipper. However, no better choice could have been made, and not only did Barr prove himself one of the most wonderful skippers that ever trod a deck, possessing all the qualities of a successful racing man, but he later became immensely popular with the public who looked upon him as practically unbeatable.

For crew he had "Lem" Miller as mate during the series, and Deer Island boys forward, as in the case of *Defender*, some of *Defender's* old crew being found on *Columbia's* deck. In the early racing *Columbia* met with a number of

accidents. Among others she carried away her steel mast and messed things up generally. Of course, all these were charged against Charley Barr, and he was abused pretty freely, whereas they were mostly the result of building to the extreme of lightness.

Barr first came to this country in 1885 as one of the crew of the English cutter *Clara*. In 1888, when only twenty-four years of age, he sailed the little 46-foot cutter *Minerva* over, raced her in her two phenomenally successful seasons in American waters, and made an enviable name for himself. He later commanded the successful *Wasp*, sailed the unsuccessful sloop *Navahoe* in England part of the season of 1893, made a fast passage across the Atlantic in bringing *Vigilant* back in 1895, and was captain of that yacht in the trial races against *Defender* in 1895. Since that he had been in command of the big racing schooner *Colonia*, built in 1893 as a sloop for Cup defense.

For a trial horse against the *Columbia* the conqueror of *Valkyrie III*. was put into commission. *Defender* was "skippered" by Captain Uriah Rhodes, a yacht captain of some prominence but without much experience on

large racing machines, and he had a good crew of "square head" yacht sailors. She was in charge of W. Butler Duncan, Jr., an able and resourceful amateur.

These two boats raced throughout the season, meeting many times, and *Columbia* showed unquestioned superiority under practically all conditions. The official trial races were held early in September, and *Columbia* beat *Defender* twice, so conclusively that further trials were deemed unnecessary. Nevertheless she was not officially named to meet the *Shamrock* until a week before the Cup race, according to the strict interpretation of the agreement, in case any accident befell her in the intervening month that might make it necessary to substitute the *Defender*.

Just before the date set for the first race, Mr. Fife, who had been aboard *Shamrock* during practically all of her tuning-up sails, bringing all of his experience and knowledge to bear in getting his boat in the very best possible trim and condition, was unfortunately taken ill, and was confined to his apartments for the whole period of the Cup races. This was doubly unfortunate, for it not only deprived *Shamrock's*

crew of his advice and skill in those fine points that only a boat's designer sees, but it prevented him from making observations of inestimable value on the performance of his yacht on all points of sailing against such a competitor as she was bound to meet in this kind of a contest. A first-hand knowledge of her good and bad points would have meant much to him in the future.

October 3, the day fixed for the first race, arrived and found the two yachts at the line established off Sandy Hook Lightship, surrounded by the biggest excursion fleet that had ever made the trip to the old red lightship. If Dunraven had thought that the fleets that followed his yachts over the course were large, he should have seen the one that was on hand to see Sir Thomas Lipton, easily the most popular man who had ever challenged, try to "lift the cup."

But the New York Yacht Club had taken precautions to keep the course clear, and the Government lent its aid with a large fleet of revenue cutters and torpedo boats, under command of Captain Robley D. Evans, the "Fighting Bob" of Spanish-American War fame. The excursion steamers, yachts, and tugs were kept well away



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In a breeze, Columbia was the grandest boat of them all.

from the starting line. The course also was so well patrolled that the fleet was kept well away from the racers at all times; and throughout the entire series neither boat was bothered, or had the slightest cause to complain.

The first race was to be a windward and leeward one of fifteen miles to a leg, with a time limit of five and a half hours. The wind was light N. E. and the first leg was laid down the Jersey beach, to leeward. Everyone was "on edge" to see what the much talked-of challenger would do, and she showed them quickly by beating *Columbia* over the line by 43 seconds when the starting gun banged at 11.15 A.M.

About an hour later *Columbia* got a favorable slant of wind, passed *Shamrock* and managed to round the outer mark two minutes in the lead. But the wind was light and fluky, and after a see-saw time of it the race was declared off at the expiration of the time limit, with the boats about on even terms. It was absolutely no test of the comparative merits of the yachts.

This first indecisive trial was but one of many, for there followed nearly two weeks of unprecedented calm and fog, in which many attempts were made to sail a match without seeing a sin-

gle finish. The tension of this delay got on the nerves of everyone, and especially on those of the crews of the two racers. After October 12 it was decided to race every week-day, instead of every other day; but even this did not help matters out, and it was October 16 before a race was actually finished. During this time Charley Barr and the quarter deck crew of *Columbia* came in for a lot of scurrilous abuse by the so-called yachting writers on many of the daily papers. These articles insinuated that the American boat was badly handled. They had absolutely no basis in fact, and were probably prompted by dissatisfaction in the choice of Barr as skipper.

Finally, October 16 arrived. It found both yachts at the lightship, enveloped in a thin fog, but with a moderate easterly wind blowing that gave promise of holding. The boats were sent away on the long windward leg at eleven o'clock, *Shamrock* leading over the line by three seconds. Though the wind was not of great strength and *Columbia* carried her topsail, it was noticed that Hogarth, on *Shamrock*, was content with a small one instead of the great sky-scraping "jack-yarder" she had spread in the previous

trials. The reason was apparent later when the breeze freshened, and it was seen that the Lipton boat was a little tender.

Soon after crossing Barr luffed sharply, and planted his boat on *Shamrock's* weather quarter; and on the whole of that windward leg he kept the British boat under his lee, refusing to let her get out by splitting tacks. The fog was so thick on this leg that a tug was sent ahead of the racers to act as a guide boat to show them the way to the outer mark.

The short head seas bothered *Columbia* much less than the *Shamrock*, the former slipping along easily while the latter seemed to make quite a fuss under her bow in getting through the water.

It took nearly three hours to beat to the outer mark, which *Columbia* rounded 9 minutes and 49 seconds ahead of her opponent, the time at the turn being:

	H.	M.	S.
<i>Columbia</i>	1	48	19
<i>Shamrock</i>	1	58	08

The run home, dead before the wind, was uninteresting, as the result was a foregone conclu-

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sion, barring accidents. *Columbia* gained 22 seconds more on this leg, and crossed the finish line 10 minutes, 11 seconds ahead of *Shamrock*.

The official time was as follows:

NAME	START			FINISH			ELAPSED TIME	CORRECTED TIME
	H.	M.	S.	H.	M.	S.	H. M. S.	H. M. S.
<i>Columbia</i>	11	01	06	3	54	59	4 53 53	4 53 53
<i>Shamrock</i>	11	01	03	4	05	10	5 04 07	5 04 01

Columbia allowed *Shamrock* six seconds, and therefore won by 10 minutes 8 seconds, after allowance was made for the difference in starting time.

With another race the next day the crews of the two boats were kept on the jump in order to get them at the line promptly and in good shape.

When they arrived they found the wind in the same old quarter, east, and quite a lump of sea on, though the fog had taken wings. The starting gun banged at eleven o'clock, and the boats were sent away on a triangular course of ten miles to a leg, the first leg being dead to windward. There was more good jockeying, and though *Shamrock* got over first by two seconds, the boats were lapped, with *Columbia* to windward.

Finding that *Columbia* was taking his wind,

Hogarth slammed *Shamrock* about soon after the start. *Columbia* followed, and the two boats were having a grand thrash to windward in a twelve-knot breeze, with every sheet and halyard as taut as an iron bar. *Columbia* did not draw away as fast as on the previous day, and it was anybody's race twenty-five minutes after the start, when suddenly *Shamrock's* club topsail collapsed to leeward, the topmast having snapped just above the mast head and broken clean off. The huge topsail hung down in the lee of the mainsail and *Shamrock* was shoved up into the wind, and then put on the other tack, while her crew swarmed aloft to get the mess cleared away. This, of course, put her out of the race and spoiled what promised to be a most exciting match. Luckily, no one was hurt, and *Shamrock* was taken in tow back to the city, much to the disgust of all hands.

Columbia kept on, though she took in her jib-topsail after the accident to her opponent, sailed over the course in the excellent time of 3 hours and 37 minutes, and was declared the winner. She was forced to do this by an ironbound agreement between the owners of the two yachts, which read as follows:

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"Inasmuch as we are of the opinion that *America's* Cup races are no less a test of the construction of the competing vessels than of their sailing qualities, and it is deemed advisable to avoid the embarrassment in which a vessel finds herself when called upon to decide whether to withdraw from a race upon the occurrence of an accident disabling her competitor, it is agreed that, in the races between the *Shamrock* and the *Columbia*, each yacht shall stand by the consequences of any accident happening to her, and that the uninjured vessel shall sail out the race."

On the following day *Shamrock* had a new topmast sent up. It was a fine stick, fifty-six feet long. She also took aboard four tons of additional ballast to stiffen her somewhat. She was re-measured after this, with the result that she had now to allow *Columbia* sixteen seconds.

Both boats were at the line again on October 19, but after starting, the wind went flat and there was another heart-breaking postponement until the next day.

The series had now dragged on for eighteen days and the excursion fleet had melted away like fog before a west wind, though there was a fair-sized fleet on hand October 20 in the expectation of seeing the ending of the series. It was a fine day for a race, with a brisk northerly



Columbia leading Shamrock I just before the start of the last race of 1899.

wind that whipped the tops off the tumbling seas and gave the two "mug hunters" all they wanted. *Shamrock* had only a working topsail up instead of her big "jack-yarder," and *Columbia*, though the abler boat, was content with none at all.

The course was a leeward and windward one again, the first leg being south by west down the Jersey beach, and the starting gun was fired promptly at eleven o'clock. It was the day of days for the *Shamrock* to distinguish herself, and she proceeded to get the jump on *Columbia* by crossing the line one minute and one second ahead of her; but as times were taken from the actual crossing and *Columbia* was in a position to blanket *Shamrock*, this was a doubtful advantage.

As they crossed the crew of *Columbia* broke out a big spinnaker, and for the next three-quarters of an hour they had all sorts of fun with that piece of canvas. First it "ballooned," then it collapsed and filled again, buckling the long spinnaker boom in an alarming fashion, making it soar skyward and drop again. It performed all manner of "stunts" and took charge of the ship generally, until everyone expected momen-

tarily to see it burst. Finally it was muzzled and put on its good behavior. While this was still going on Barr set his gaff topsail, and just before the mark was reached, *Columbia* had the satisfaction of passing her rival. As soon as she had done so Barr took in his topsail, evidently not wanting to take any chances on carrying away something on the thrash to windward.

As they drew near the mark, both traveling like express trains, it was seen that the turn would be close and exciting. *Columbia* reached the stake boat first, got in her light canvas in fine style, flattened sheets in smartly, and made a fine turn just 17 seconds ahead of *Shamrock*, having beaten her opponent 1 minute and 18 seconds on the run. The turning times were:

	H.	M.	S.
<i>Columbia</i>	12	19	00
<i>Shamrock</i>	12	19	17

Shamrock did not take the turn as neatly, and was slow getting her main boom aboard, so that she sagged off to leeward. When she finally got settled down for the beat back she was well under *Columbia's* lee and was not pointing as high.

All through that magnificent fifteen-mile beat

home the *Shamrock* tried her best to get away from *Columbia*, but whether she was sailed fine or full her big white opponent kept eating out to windward under lower sails only. Toward the end the quarter-deck gang on *Shamrock* tried setting a club topsail in place of the jib-headed one, in a last desperate effort to catch *Columbia*, but it only made her lay over farther and did not help her any.

Columbia crossed the line an easy winner with over six minutes to spare, and the series of 1899 was at an end, as the following table will show:

NAME	START	FINISH	ELAPSED		CORRECTED	
			TIME		TIME	
<i>Columbia</i>	11 01 35	2 40 00	3 38	25	3 38	09
<i>Shamrock</i>	11 00 34	2 45 17	3 44	43	3 44	43
<i>Columbia</i> won by 6 minutes 34 seconds. She undoubtedly could have made it more if she had been pushed.						

If ever man and a crew were "vindicated" by the result of a race it was Charley Barr and the crew of the *Columbia*, forward and aft. At all times during the racing *Columbia* was better handled than *Shamrock*, despite the array of professional talent that was sailing the latter. Barr showed excellent judgment, was cool in a

pinch, and sailed his boat like the master hand that he was acknowledged to be later. The newspaper critics were forced to eat their words and give him the praise that he deserved.

Columbia's superiority was conclusively shown, though it is probable that *Shamrock* might have done better with Mr. Fife on board, or if she had been tuned to a higher pitch.

After the series was over the New York Yacht Club elected Sir Thomas Lipton to honorary membership, his name being proposed by Commodore J. P. Morgan, and another challenge from the same source was talked of for 1901, if no one else challenged in the meantime.

On November 2 the *Shamrock* left this country for England in tow of the steam yacht *Erin*. The passage was made by way of the Azores, and both boats arrived in England after a passage of fifteen days.

CHAPTER XIII

THE SECOND LIPTON CHALLENGE. THE "SHAM-ROCK II.—COLUMBIA" RACE OF 1901

IT was not long after Sir Thomas Lipton's return to England that he began to make plans for another assault on the Cup. After waiting long enough to give another challenger an opportunity to come forward, if any so desired, Sir Thomas had the Royal Ulster Yacht Club send a challenge in his behalf October 2, 1900, asking for a series of races in August of the following year and naming a ninety-foot cutter as the boat.

The New York Yacht Club did not insist on any other measurements than the water line length, and the minor details of the match were easily arranged to the satisfaction of both sides, Sir Thomas being then in high favor in the club.

For this second boat, which was named *Shamrock II*, Lipton went to George Watson for the design. Watson was probably the foremost designer in England at that time, if that adjective can be applied to any one man in a profession. His cutter *Britannia* was one of the most wonderful racing yachts ever turned out, and he was also the designer of the little *Madge*, and of the *America's* Cup challengers *Thistle* and the two *Valkyries*. He had thus had ample experience in our waters.

Before building the new boat, he conducted an exhaustive series of tank experiments with small models to try out various forms. It is believed that this is the first time this had been done with sailing models, though it was quite common with those of steam vessels, the angles of heel and courses when on the wind forming elements that complicated the problem for sailing models. However, Watson put much faith in these tests.

No expense was to be spared in this second *Shamrock*, and again lightness of construction with the least possible displacement, or "body," was sought. The boat was plated with a new alloy called immadium, light but strong, and

though the yacht was broken up after two years this material appears to have lasted satisfactorily, despite rumors to the contrary.

In shape, *Shamrock II*, was an extremely flat boat with long ends (she was almost ten feet longer over all than her predecessor), full water lines, and a deep, narrow fin drawing twenty feet of water. When she was measured her general dimensions were found to be: length over all 137 feet, water line 89 feet 3 inches, beam 24 feet, and draft 20 feet, while Watson tacked on some 600 feet to the first *Shamrock's* already large sail area and gave the new boat 14,027 square feet. She was, up to that time, the most extreme type of racing machine, though she was to be outdone two years later, as we shall presently see.

As soon as the challenge was received and accepted, another syndicate was in order, there being hardly a thought as to whether *Columbia* would be good enough to take *Shamrock II's* measure. This new syndicate was composed of August Belmont, Oliver H. Payne, F. G. Bourne, James Stillman, and Henry Walters—all men of ample means who could afford to see that no money was spared on the new boat.

Herreshoff again got the order, and with the last successful defender as a guide, he started in on a boat that was confidently expected to be even faster than *Columbia*.

Constitution, as this new craft was named, showed many differences in construction from previous defenders, if not in shape or type. A new form of "web" frames was used in her, which, while more expensive, gave a lighter construction, with, it was said, equal strength. These frames were placed about six feet apart instead of the ordinary distance of about a foot and a half. The plating was bronze, as in the last two or three defenders. Though in many ways similar to *Columbia*, especially above the water, Herreshoff went back to the successful *Defender* for much of her underwater form, her midship section being quite similar to the 1895 yacht.

She was launched May 6, and was put in charge of W. Butler Duncan, Jr. Mr. Duncan, it will be remembered, was in charge of *Defender* during her trials against *Columbia*, and he also sailed on the *Columbia* with Mr. Iselin during the last Cup series.

For captain, Uriah Rhodes was chosen. This



Constitution the Unlucky. Built for the defense of the Cup
in 1901, but beaten by the older Columbia.

was a poor choice, with such a man as Barr in the field, for Rhodes had not had the experience on big racing machines, nor was he as good a helmsman as the other man. But there was still some feeling against Barr, both on account of his not being a native born American, and, possibly, on account of his success, though it is not known that this influenced the *Constitution* syndicate in its selection.

Constitution's length over all was 132 feet, water line 89 feet 6 inches, beam 25 feet 2 inches, and draft 19 feet 7 inches. Her sail area was given as 14,290 square feet.

In order to give the new boat the advantage of trials against a boat of known caliber, Mr. E. D. Morgan bought Mr. Iselin's share in *Columbia* and fitted her out for a season's racing against *Constitution*. While he managed the yacht himself he gave the command to Charley Barr, who picked a Scandinavian crew which he trained into a perfect machine.

Work on the *Constitution* was no sooner under way at the Herreshoff shop than word came that Boston would also be in the field to dispute the new boat's right to the honor of defending. It had been eight years since Boston had

been represented by a Cup yacht and this word came with something of a shock to the complaisancy of the two New York Yacht Club syndicates and was received with poor grace.

The owner of the Boston boat was Thomas W. Lawson, a rich stock broker and speculator, possessed of ample means to build the boat alone and do her justice. He was not a practical yachtsman, however, and, besides, he was not a member of the New York Yacht Club.

Now, the New York Yacht Club had held a monopoly on Cup defense so long that it had construed the various Deeds of Gifts to imply that the defending boat *must* belong to a member of the Club and sail under the Club burgee. Every boat that had so far represented this country in these matches had done so; and while there was nothing specific on this point in any of the three Deeds, the fact that the last Deed specifically made over the Cup to the New York Yacht Club, to be held by it until won by a foreign club, made the Club feel that it was responsible for the defense and it was not right to make it assume this responsibility unless it had complete control of the yacht chosen to defend. It could only have this control if the yacht were

owned in the club. This may have been round-about reasoning, but still it must be remembered that the Cup was in the possession of the New York Yacht Club, and possession implies a good deal in yacht racing. The Club's attitude in this matter did not find favor in the eyes of the majority of the American public, yet it must be said that it was in keeping with racing custom, and no club holding a cup would ever look to another club to supply a defender.

Mr. Lawson was informed soon after he started to build of the interpretation the New York Yacht Club placed on the trust by which it held the Cup, and that if he wanted to race this boat in the trial races to pick a defender, he would have to either join the New York Yacht Club, or put his boat temporarily in the possession of some member of that Club.

Mr. Lawson was a very aggressive and outspoken man, and he declined to comply with these suggestions. He told the committee who saw him in regard to this matter, when they intimated that he might have a boat on his hands and nothing to race against, that that was his concern and not theirs.

Thus the yachting season opened with three

big sloops in the field, considerable hard feeling, and every prospect of a lively time. It is needless to say that the prospect was fulfilled.

The *Constitution* and *Columbia* met early in the season, and in the first races the former did fairly well, proving very fast in light winds, as she carried over 1000 square feet more sail than *Columbia*. However, with this great spread it was soon found that her spars were not strong enough to stand the strain, and she had endless trouble with them. They were of steel, built up, as they say, braced, and trussed, and they buckled badly. In one of her earlier races she carried away her mast and had to go back to the shop for a new one. So marked was this weakness of her spars that it is said everyone aboard her was wrought up to a high state of nervousness over them, and that all hands would turn a back-hand-spring to get out of the way whenever there was a snap aloft, or the boom fetched up hard on the main sheet in coming about or jibing.

Along about the middle of the season things began to turn the other way, and *Columbia* began to win. Especially in a breeze of over ten or twelve knots' strength did she show her superi-

ority, and she nearly always won under these conditions. Besides, she was better sailed and was much easier to handle than *Constitution* and was in much better shape all around.

While this matter of choice was bothering the *America's* Cup Committee in mid-season, the Boston sloop, which had been named *Independence*, arrived off Newport, after a rough voyage around Cape Cod at the end of a towing hawser. She was a big, flat, "brute" of a boat, some 140 feet long on deck, built like an enlarged "scow" with very flat body, long ends, a deep fin-like keel, and a balanced rudder. However, after it was found that this "tin pan" of a rudder would not hold her off in a breeze, and that she would "take charge" herself when off the wind, it was discarded and a regular type of rudder, set into a socket at the bottom of the keel, was substituted. Even with this it was hard to hold her, and old "Hank" Haff, who was in command of her, had his hands more than full in keeping her on her course and clear of the other boats.

Independence had a whopping big sail spread and was virtually a racing "scow," enlarged to unwieldy proportions. Under favorable condi-

tions and on certain points of sailing she was undoubtedly very fast, but, on the whole, she was a failure, as the sequel will show. She was designed by B. B. Crowninshield, a well-known Boston naval architect, and was built by Lawley. She was a good deal in the nature of an experiment,—the extremely flat boat not having at that time been tried in such a large size.

Lawson still refused to let his name go up for membership in the New York Yacht Club, or to place his boat in charge of some member of that organization, so the yacht was not allowed to enter any of the Club races. This called forth much popular criticism, until it was seen that *Independence* was not the fastest boat.

At this stage of the proceedings the Newport Yacht Racing Association, a new organization composed of some prominent Newport yachtsmen, came upon the stage and arranged a series of races off Brenton Reef between the three boats. While this did not relieve the New York Yacht Club of criticism, it gave the *Independence* the opportunity she was looking for.

In all, the Lawson boat sailed in six races, four against the *Columbia* and the *Constitution*, and two against the *Columbia* alone. In all of



Independence, Thomas W. Lawson's flat sloop that created an awful rumpus, yet was not good enough to win.

these races she finished last, thereby taking away all of Lawson's thunder.

In the first two races it was noticed that she was very sluggish, moving much slower in the light air than the other boats, and this, together with the fact that water was seen constantly running down her side in the second race, led to the surmise that she was leaking. This turned out to be the case. Her flat nose had received a hammering coming around the Cape that started the plates, and until she could be docked it was necessary to mount an extra pump below to keep her clear.

In the fourth race she lost her topmast, and though she finished, it was in the last position. These races, of course, eliminated her as a further factor and cleared the air somewhat.

Still there was the vexing problem of a selection between the other two boats to bother the Committee, for *Constitution* had been showing such in-and-out work that it was by no means certain that she was the best all-round boat.

After her early success *Constitution* lost more races than she won, and never seemed to get in quite the proper trim. This, of course, started the cry that Herreshoff had reached his limit in

Columbia, and that *Constitution* was a failure. The fact was, that *Columbia* was better handled in all her races than the new boat. Barr "put it over" Rhodes and *Constitution's* after guard right straight along. He nearly always got the best of the start, putting *Constitution* just where he wanted her, until it almost seemed as if he had them all scared aboard of her. He frequently bluffed *Constitution* out of her rights and, incidentally, he came in for a good deal of criticism for the high-handed way in which he carried things when at close quarters.

As a matter of fact, Butler Duncan and Rhodes had a great responsibility on their shoulders, for if they insisted on their rights and damaged or sank *Constitution*, they might have left the Cup without a defender.

It is doubtful, though, if Barr would have gone so far as to let the boats actually get together. *Columbia* was a quick handling boat, and Barr usually had her well in hand for quick maneuvering. He knew the caution with which *Constitution* was being handled, and he was smart enough to make the most of it and get away with situations where his boat was in the wrong. As long as his "bluffs" were not called

he could continue "to make a monkey" out of Rhodes. It is only fair to say that the skipper of *Constitution* was probably held back somewhat by those over him.

During the season *Constitution* and *Columbia* met in twenty-two races. Eighteen of these were finished, and each boat won nine. In two that were not finished *Columbia* had a commanding lead when they were called off. Besides this generally unsatisfactory record of *Constitution's*, she did not do as well in the latter part of the season as at first. This was said to be due largely to her poor sails, which when new were in good condition, but after being stretched and recut several times, did not hold their shape. The new suits she received from the Herreshoff shop seemed no better. Her sails came in for a lot of criticism, justly or unjustly, and everyone was asking why some other American sailmaker was not given a chance. But the contract called for sails from Herreshoff, and from the Herreshoff loft they came.

The later races, and especially the nine held between August 10th and 25th, so clearly demonstrated that *Columbia* was the most consistent performer, especially in all around weather con-

ditions, that she was chosen by the *America's* Cup Committee on September 5th, to meet the *Shamrock II.*

This was a great disappointment to the *Constitution* syndicate, to Herreshoff, and to many yachtsmen, and the feeling was quite general that *Shamrock II.* had an excellent chance to win the Cup in meeting a boat two years old, the new Lipton boat being admittedly faster than the first *Shamrock*. Herreshoff was never satisfied that *Constitution* was the slower boat, and felt that with a little longer time to get her into form, or with a man like Barr at her wheel, the result would very probably have been different.

On the other side of the Atlantic, meanwhile, *Shamrock II.* was having her own troubles. She, too, did some in-and-out sailing while her skipper and crew were working her into shape, and she also lost her mast in one race. This happened while King Edward VII. was aboard her; but that good sportsman, so the story runs, merely lighted a fresh cigar as the mast crumpled up and inquired if anyone was hurt. This accident caused Sir Thomas to ask for a postponement of the races for a month, which was granted by the New York Yacht Club.



Columbia and Constitution in the trial races. Columbia leading.

This carrying away of masts was getting to be altogether too common in Cup racers and showed that the limit of sail carrying capacity on one "stick" had about been reached. It was pretty nearly time to call a halt when a 135-foot yacht could not go out in a breeze of over ten or twelve-knots' strength without danger of losing her entire rig overboard.

Before leaving for this country *Shamrock II.* was strengthened internally by braces, struts, and extra stringers, to withstand the voyage. She had a small jury rig of head sails and loose-footed mainsail, but it was only for emergency use, as she was towed across by the steam yacht *Erin*, making the passage by the southern route in fifteen days. She arrived here in time to get thoroughly tuned up and to instill in the minds of many of those who saw her sail, or who got a look at her shape in the dry dock, a fear of what she might do to the *Columbia*. Reports credited her with making fourteen knots on several occasions when tuning up, and stories were told of her leaving fast tug boats behind as if they were anchored.

She certainly had all the earmarks of speed and was conceded to be the fastest boat that had

ever come over after the Cup. She was a much bigger boat than *Columbia*, and spread 800 square feet of sail more than the American boat, yet by some clever rigging of the peak halyard block that saved something in the measurement of sail area, she only had to allow *Columbia* 43 seconds on a thirty-mile course.

With the prospects good for the closest match yet seen for the historic trophy, much would probably depend on handling, and *Shamrock II.* was in most capable hands, being in charge of Captains Wringe and Sycamore. Wringe had been here with the first *Shamrock*, and Sycamore, it will be remembered, was helmsman of *Valkyrie III.* during her fateful series against *Defender*, so they were both familiar with the courses off Sandy Hook.

The first race was scheduled for September 26th. The start was made in a light breeze that became fluky and lighter as the hours wore on; and when it was found that the race could not be finished in the five and a half hour's time limit, the boats were called off. At that time *Columbia* was about a mile ahead, though it was no real test of the boats.

On September 28th they tried it again. This

time there was a moderate breeze of eight to ten-knots' strength, with a smooth sea, and the course was fifteen miles to windward and return.

Those on the big excursion fleet were treated to a fine exhibition of jockeying before the start. Barr had met his match in this respect in *Sycamore* and could not get away with any "bluffs." The two boats hung together waiting for the gun, and when the puff of smoke from the Committee boat said that it was eleven o'clock, both were close to the line. They went over lapped, *Shamrock* first and *Columbia* only two seconds behind her.

The beat to the outer mark in conditions that just suited *Shamrock* was full of excitement, as the boats had it nip-and-tuck the whole way. On this point of sailing the *Shamrock* did her best work of the day, gaining 39 seconds on *Columbia* and turning 41 seconds ahead. Their times at the turn were:

Shamrock, 1:25:12; *Columbia*, 1:25:53.

With *Shamrock's* immense sail spread it looked as if Sir Thomas was at last to get a race, and every one expected to see his boat run away from the *Columbia* on the homeward leg.

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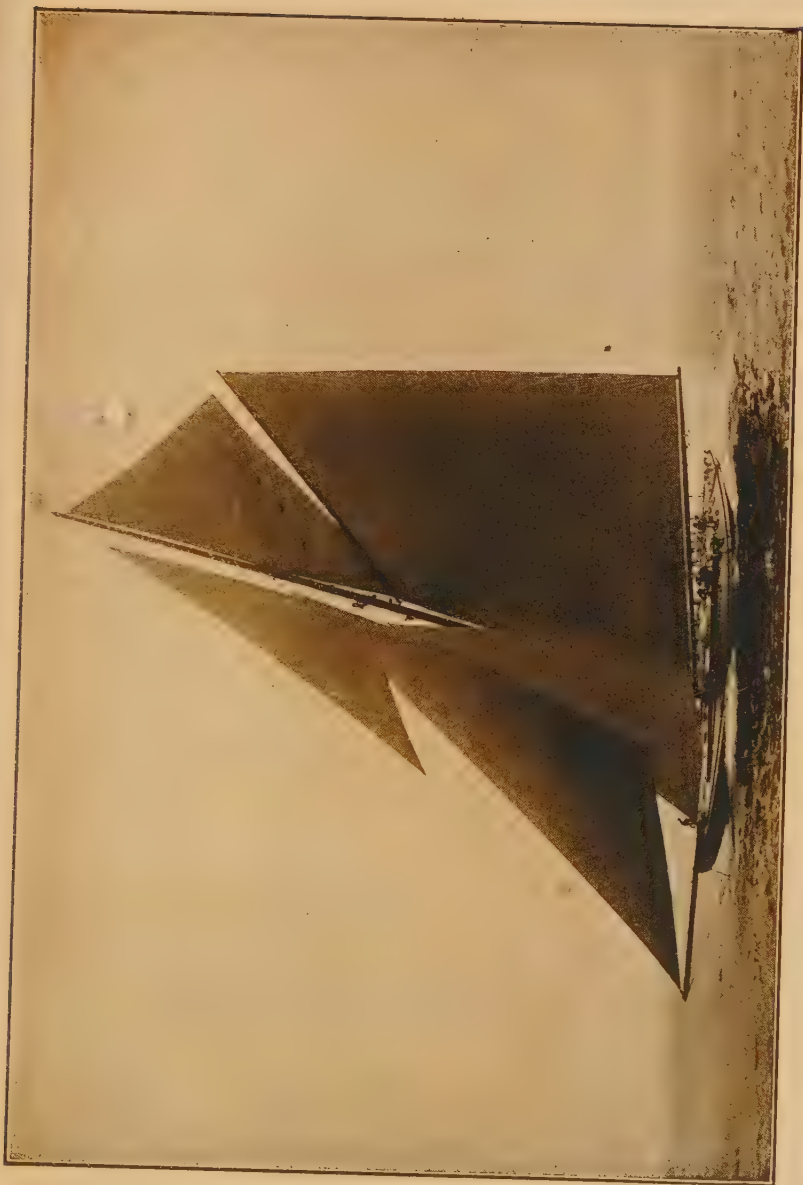
To the surprise of all, however, the finer lined *Columbia* not only made up what she had lost on the beat, but actually passed the *Shamrock* and crossed the finish, amid a fearful din of whistles, 35 seconds ahead of the challenger, as the following table shows:

NAME	START			FINISH			ELAPSED	CORRECTED
							TIME	TIME
	H.	M.	S.	H.	M.	S.	H. M. S.	H. M. S.
<i>Columbia</i>	11	00	16	3	31	23	4 31 07	4 30 24
<i>Shamrock</i>	11	00	14	3	31	58	4 31 44	4 31 44

The *Columbia* won by 1 minute and 20 seconds, corrected time.

Another attempt at a race was made October 1st, but again there was not sufficient wind, and the race was finally abandoned, this time with *Shamrock* some half mile ahead.

Two days later the yachts met again off the Hook, finding a rattling breeze of some twelve-knots' strength. The course this time was triangular, ten miles to a leg. There was no delay in the starting signal, but this time it caught *Columbia* some distance from the line, and she was 1 minute and 34 seconds behind the Irish boat in crossing. The first two legs were reaches, and



Shamrock II, Sir Thomas Lipton's second challenger.

Columbia immediately started in to show what she could do on this point of sailing.

Despite the fact that a reach in a moderate breeze was considered *Shamrock's* long suit, the two-year-old American yacht, traveling at a twelve-knot clip, gained 22 seconds on the first leg, and 30 seconds on the second leg of the course. As they rounded the last mark for the beat home *Shamrock II.* was still 42 seconds in the lead, and then, as the wind freshened to about fifteen-knots' strength and the sea became flecked with white, *Columbia* proceeded to give an exhibition of what she could do on the wind in a breeze. Before the leg was half sailed she had waded by *Shamrock*, and with her lee rail buried, her crew flat along the weather rail, and Barr standing at the wheel as if only on a practice spin, she crossed the line one minute and 18 seconds ahead of Lipton's hope, having gained two minutes on the beat. The table shows in detail how she did it:

NAME	START	FIRST	SECOND
		MARK	MARK
	H. M. S.	H. M. S.	H. M. S.
<i>Columbia</i>	11 01 47	11 52 22	12 46 39
<i>Shamrock</i>	11 00 13	11 51 10	12 45 57

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NAME	FINISH	ELAPSED	CORRECTED
		TIME	TIME
	H. M. S.	H. M. S.	H. M. S.
<i>Columbia</i>	2 15 05	3 13 18	3 12 35
<i>Shamrock</i>	2 16 23	3 16 10	3 16 10

The *Columbia* won by 3 minutes and 35 seconds, corrected time.

The result of this race was something of a damper to the spirits of Sir Thomas Lipton and the crew of *Shamrock*, but they were at the line the next day as full of fight as ever, and not yet ready to admit that they were beaten. The breeze was again kind, blowing at about ten knots, though it lightened somewhat before the finish. The wind was off shore and the course was a leeward and windward one of thirty miles.

As the start was down the wind neither boat was anxious to be first over to be blanketed by the other, so they hung back and the allowance of two minutes in which to cross had expired before either started, the time of both being thus taken as at 11:02 A. M. As a matter of fact, *Shamrock* crossed last, thirteen seconds behind *Columbia*.

It was again *Shamrock's* weather, and if she had been as cleverly handled as *Columbia*, the



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Shamrock II and her balloon jib.

chances are good that she would have won. The challenger's skippers did not seem to make the most of their opportunities, while Barr handled *Columbia* with excellent judgment and great skill. He showed to special advantage in the windward work. In the run down wind *Shamrock* gained 49 seconds, though as she was 13 seconds behind in starting her actual gain was one minute two seconds. On the beat home, in a softening breeze, *Columbia* gained 47 seconds.

As they neared the finish line after the long fifteen-mile beat to windward the two boats were right together, and it was a toss-up as to which would cross first. As they slipped over the two boats were lapped, and *Shamrock* wrested the honor from *Columbia* by two seconds. Two seconds apart after thirty miles of sailing is something of a finish, and the fact that after *Shamrock* allowed the 43 seconds of time to *Columbia* she lost by 41 seconds did not detract from the excitement of the last moments of the race.

It was the closest finish in the history of the Cup, and the first time when there was no open water between the boats at the end of thirty

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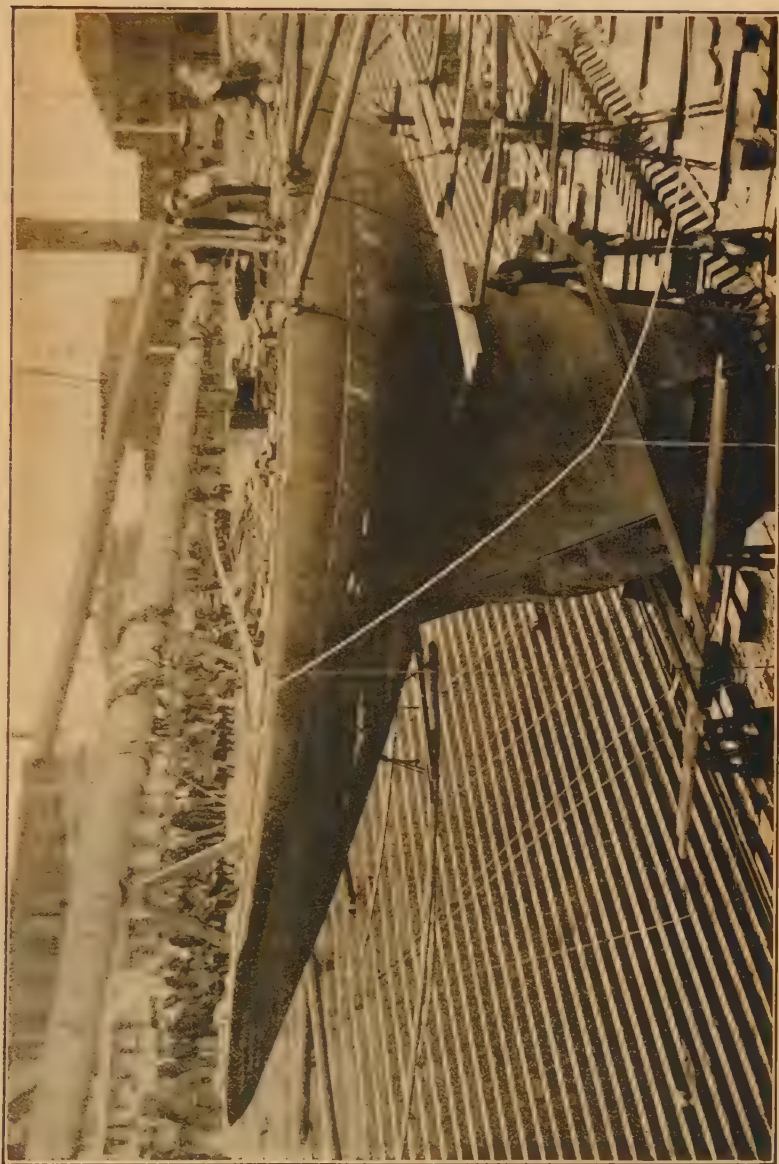
miles of sailing. The official figures of the race are:

NAME	START			OUTER MARK		
	H.	M.	S.	H.	M.	S.
<i>Columbia</i>	11	02	00	12	49	35
<i>Shamrock</i>	11	02	00	12	48	46
NAME	FINISH			ELAPSED	CORRECTED	
	H.	M.	S.	H. M. S.	H. M. S.	H. M. S.
<i>Columbia</i>	3	35	40	4 33 40	4 32	57
<i>Shamrock</i>	3	35	38	4 33 38	4 33	38

The *Columbia* won by 41 seconds, corrected time.

This ended it. *Shamrock II.* had fulfilled the prediction that she was the fastest boat ever sent after the Cup, but she wasn't quite fast enough for the clean-lined boat that had taken the first *Shamrock's* measure two years before. Truly *Columbia* and Charley Barr were a hard combination to beat!

To show how evenly the two boats were matched, in the three races they sailed ninety miles (considerably more than that if the windward work was counted for what it actually was) yet *Columbia* only beat *Shamrock II.* by a total of 3 minutes and 27 seconds, actual time, or 5 minutes and 36 seconds, corrected time.



Shamrock II in dry dock, showing her deep fin.

Shamrock II. was not taken back to England, but was laid up at the Erie Basin, in New York. It was said that she would be raced in American waters the following summer, but as she was not, it is possible that Sir Thomas had his third challenge in mind even then, and felt that he would like a good trial horse in this country at that time. Anyhow, here she stayed and was broken up in November, 1903, as another fruitless sacrifice to a coveted bit of silver.

As for *Columbia*, she is still in existence as this is written (1914), and her shapely form may be seen in all its beauty on the shores of City Island, New York. She has not been in commission since 1903, when she was used to let the world see how much faster was the next defender of the *America's* Cup.

CHAPTER XIV

THE LAST RACE FOR THE CUP. THE "SHAMROCK III.—RELIANCE" SERIES OF 1903

AFTER the Cup Race of 1901 it began to be apparent to everyone who had followed yacht racing closely that the limit to which everything could be sacrificed for speed in racing yachts had about been reached. The tendency in Cup defenders was naturally reflected in smaller yachts, and, on the whole, a very unsatisfactory type of racing boat was being developed. Dissatisfaction with this tendency was already becoming apparent, though it took another Cup race, and a still more extreme type of defender, to bring it to a head and to lead to the adoption of a measurement rule that put a stop to the flat, scow-like racing shells with which amateur sailors were inflicted if they wanted to race.

After Lipton returned to England he waited a decent interval to allow anyone else who might

be covetous of the *America's* Cup to make a "try" for it; but no one came forward. The cost of a race was getting to be prohibitive with the chances of success very slim and the return in sport altogether incommensurate with the outlay, the boats being useless except for this one event. *America's* Cup racing was not particularly popular, just then.

The following summer word came that Sir Thomas Lipton was making plans for another assault on the New York Yacht Club, and in due time a third challenge arrived from the Royal Ulster Yacht Club, asking for a race in August, 1903, and naming another ninety-foot cutter as the boat. Accompanying this challenge of October 7th, 1902, Sir Thomas sent a personal letter to the New York Yacht Club regarding his persistence in trying to "lift" the Cup, in which he said: "In thus desiring an opportunity of making a third attempt to obtain possession of the *America's* Cup I hope I may not be deemed importunate or unduly covetous of the precious trophy so long and so securely held in trust by the New York Yacht Club." These were fine words, and showed a true spirit of sportsmanship in the face of two defeats.

No trouble was had in arriving at an understanding as to the terms of the match, the conditions asked for and granted being practically the same as in the previous races. The series was to consist of the best three out of five races with the usual five and one half hour time limit.

For the new boat Sir Thomas turned back to William Fife, the designer of the first *Shamrock*. The boat was built under lock and key, and until she was launched nothing was known of the kind of craft Fife would turn out after his experience here in the race of 1899.

When she slid overboard early in the season it was seen that *Shamrock III*. (Sir Thomas Lip-ton still retained the name of his two former yachts) was a beautifully modeled boat in spite of some extreme features, such as excessively long ends, low freeboard, etc. She was of the semi-fin type, though not as extreme in this respect as *Shamrock II*, and throughout Fife had kept as close as he could, with due regard to modern practice, to some of the older principles of the regular cutter type. *Shamrock III*. was much nearer the proper balance between moderate form and dimensions and economical driving power, than was the American boat, as we



Shamrock III, the last challenger of 1903, beating Shamrock I
on the Solent.

shall see when we study the latter's dimensions. She was not as big or as powerful a boat as *Shamrock II.*, yet she was sweeter and abler in every way.

In *Shamrock III.* Fife had swung back toward the narrow cutter. She was the narrowest boat since the *Valkyrie II.* of 1893, being only some eight inches wider than the latter boat, though she was seventeen feet longer over all. She was built of nickel steel, which was a very strong alloy, and this was coated with white enamel, giving a very smooth surface. Her dimensions, as far as they are known, were: Length over all 134 feet 4 inches, water line 89 feet 10 inches, beam 23 feet, and draft 19 feet, while her sail area was 14,154 square feet. She was also the first English challenger of cutter rig to adopt the American type of steering gear, being steered by a wheel instead of by a long tiller, as all the other cutters had been.

While we are looking at *Shamrock* we might also turn to the new American defender, and see what kind of a boat Herreshoff had turned out to meet the latest English creation. A new millionaires' syndicate had been formed in the New York Yacht Club as soon as Lipton's challenge

was received and took upon itself the task of financing a ninety-foot, up-to-the-minute racing machine.

This syndicate was composed of Cornelius Vanderbilt, William Rockefeller, Elbert H. Gary, Clement A. Griscom, James J. Hill, W. B. Leeds, Norman B. Ream, Henry Walters, and P. A. B. Widener. The syndicate gave Herreshoff practically unlimited financial backing, and the result was a boat that was extreme in every way. With the water line length practically the only fixed restriction, Herreshoff took all kinds of liberties with the other factors, and "went the limit" as regards ends and sail area. It is said that her first cost was \$175,000, exclusive of her equipment or of the expenses of running her throughout the season.

It will be remembered that in *Independence*, two years before, Crowninshield had experimented with the extremely flat, almost scow-like type of boat in a ninety-footer, and while the boat was practically a failure as a factor in the season's racing, she showed herself extremely fast on certain points of sailing and under conditions just suited to her. Herreshoff undoubtedly watched the flat boat's performance with

considerable interest and noticed her good points, and in *Reliance*, as the new defender was christened, the influence of *Independence* was apparent,—at least, if we can judge by certain points of similarity.

The new boat was an extremely flat craft, with shallow body, long and flat ends, and a very deep fin or keel. In other words, though she might not properly be called a scow, she was a “skimming dish” of the most pronounced type, with a fin keel attached. To show how extreme she was her forward overhang was twenty-eight feet long, and the after one twenty-six feet; and these long ends, with a flat floor, little deadrise, and moderately rounded bilges, gave very straight fore-and-aft lines, and a full waterline.

To see what she gained by this it need only be said that on a measured water line of less than ninety feet when on an even keel, when she was heeled so that her lee rail was just awash, she increased this water line length, or bearing surface, to 130 feet. Her quarter was very wide on deck, and she resembled aft “a saucer afloat.” With it all, however, Herreshoff had “fined” the lines wonderfully, and there was nothing “brute-like” or heavy about the boat.

On this immense, flat hull with long water line, Herreshoff piled a mass of canvas such as was never before seen on a single sticker. Jumping some 3,000 feet from *Columbia*, the last defender, the *Reliance* spread 16,160 square feet of sail. This was over 2,000 square feet more than Fife had given *Shamrock III*, and when the two boats came together the *Reliance* towered well over her English rival. It was "some sail" to ask one mast to carry, but a steel spar was built for it with a wooden topmast telescoping inside, that managed to keep the canvas in shape when it didn't blow too hard, though the topmast broke once in one of the races during the summer. The spars and rig of *Reliance* were a wonderful piece of engineering work.

The new boat was built of Tobin bronze, and her general dimensions were: Length over all 143 feet 8 inches (as long as a 600-ton sailing ship), water line 89 feet 8 inches, beam 25 feet 8 inches, and draft about 20 feet, an immense chunk of lead being hung at the bottom of her fin.

Shamrock III. was launched at Dumbarton on March 17th, and was immediately fitted out for a series of races with the first *Shamrock*,



Reliance, the last defender. An unbeaten boat with her 16,000 square feet of sail.



which was to be used in England as a "trial horse." The new boat was in charge of Captain Wringe, who had been on both the other *Shamrocks*, though only in actual command of the second.

On April 17th, or just a month after she was launched, the new boat was dismasted in a race with *Shamrock I.* in Weymouth Bay on the south coast of England. She was carrying a club topsail at the time when a puff hit her, and the whole rig crumpled up and went over the side. Several of the crew were injured, and one man was knocked overboard and drowned.

This cast quite a damper over the trials. Sir Thomas was badly cut up over the loss of the man and said, "I can stand the loss of the rig, but that poor fellow! This is the first life that has been lost in my service,—and the poor chap leaves a wife and child. I'd give the yacht sooner than lose a man!" It took nearly four weeks to get a new mast and the boat in shape again.

The seven trials between *Shamrock I.* and *Shamrock III.* before the accident showed conclusively that the new boat was greatly superior to the 1899 challenger. In windward work the new *Shamrock* outsailed the *Shamrock I.* in the

early trials from twenty to thirty seconds per mile. Off the wind her gain was not as marked, but was still very apparent, and she was conceded to be a success and the fastest one of the three Lipton boats.

While the two *Shamrocks* were busy with each other in England things were happening fast in this country. The *Reliance* had been launched April 12th, and even in her sail stretching spins showed evidence of great speed, particularly in smooth water and light airs. In order to give her a thorough trying out Mr. E. D. Morgan put *Columbia* in commission and gave the command to Captain "Lem" Miller, who was mate with Barr in the races of 1901 and so knew the boat, while the *Constitution* syndicate fitted out its boat under Mr. Belmont's management. Captain Rhodes was again given charge of her.

On board *Reliance* was C. Oliver Iselin, who had once more been persuaded to take up the task of managing a cup defender. This time no mistake was made in the choice of a skipper, and Charley Barr was found in charge of her quarter deck, with a big crew of Scandinavians.

The three boats raced throughout the summer, and *Reliance* proved herself the fastest, beyond

a doubt. The general result of these races showed *Reliance* to be about ten minutes faster than *Columbia* in light weather, and about three minutes faster in a strong breeze and sea, over a thirty-mile course. With her immense sail area *Reliance* heeled to her sailing lines in about a seven-knot breeze which, of course, made her very fast in light airs; yet in breezes up to twelve-knots' strength she was still powerful enough not to bury her lee rail except when caught broad off with sheets amidships.

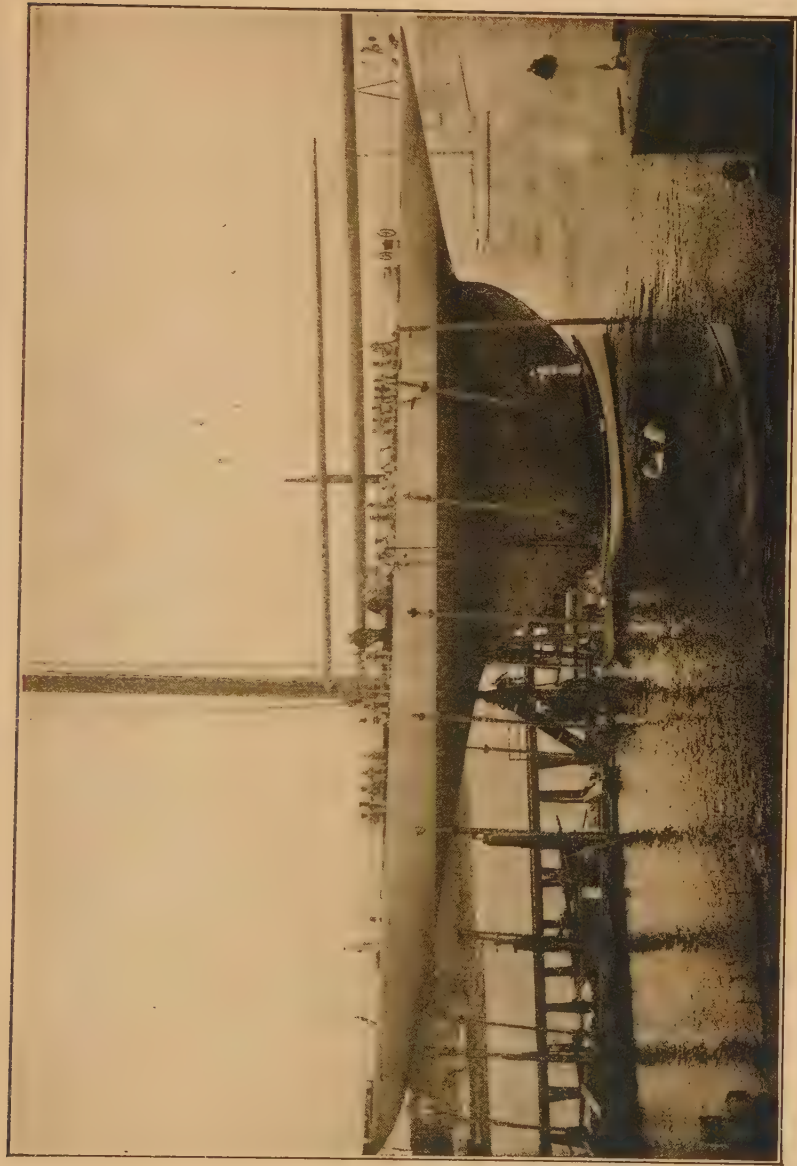
In these races *Constitution* appeared to better advantage than she had two years before, yet she never showed consistent form or fully justified the faith of many yachtsmen who believed that she should have been chosen as the defender in 1901. *Columbia* was not as well handled as when Barr had her, and *Constitution* was undoubtedly in better shape than during her first season.

The handling of a large racing yacht plays so great a part in its success or failure that it is often hard to say just how much of her showing is due to the man at the helm; and more and more the successful skipper of a large racing machine has to be a man who is something more than a mere helmsman and sail trimmer. He

must have also the faculty of getting a boat into trim, and properly tuning the whole fabric of sails, spars, and hull into perfect harmony, and rounding it into winning form.

Three official trial races were arranged off Newport, beginning July 27th. On that date *Reliance*, *Columbia*, and *Constitution* met in a thirty-mile race and *Reliance* won, beating *Columbia* by 46 seconds and *Constitution* by 2 minutes and 29 seconds. This was the only official trial race held, as others were deemed unnecessary after *Reliance's* showing throughout the summer. After the boats finished the Cup Committee met on the steam yacht *Rambler* and formally selected *Reliance* to meet *Shamrock III*.

As the first race for the Cup was scheduled for August 20th, it was planned to bring *Shamrock III*. over early in the year so as to give her plenty of time to get into proper shape on this side of the water. Instead of fitting out *Shamrock II.*, which was already in this country it will be remembered, to race against her here, it was decided to bring over the first *Shamrock*, as she was already in commission and was sailing in consistent form. So a small flotilla be-



Reliance hauled out: She represented the extreme type of flat, light-displacement hull to which the Cup defenders went.

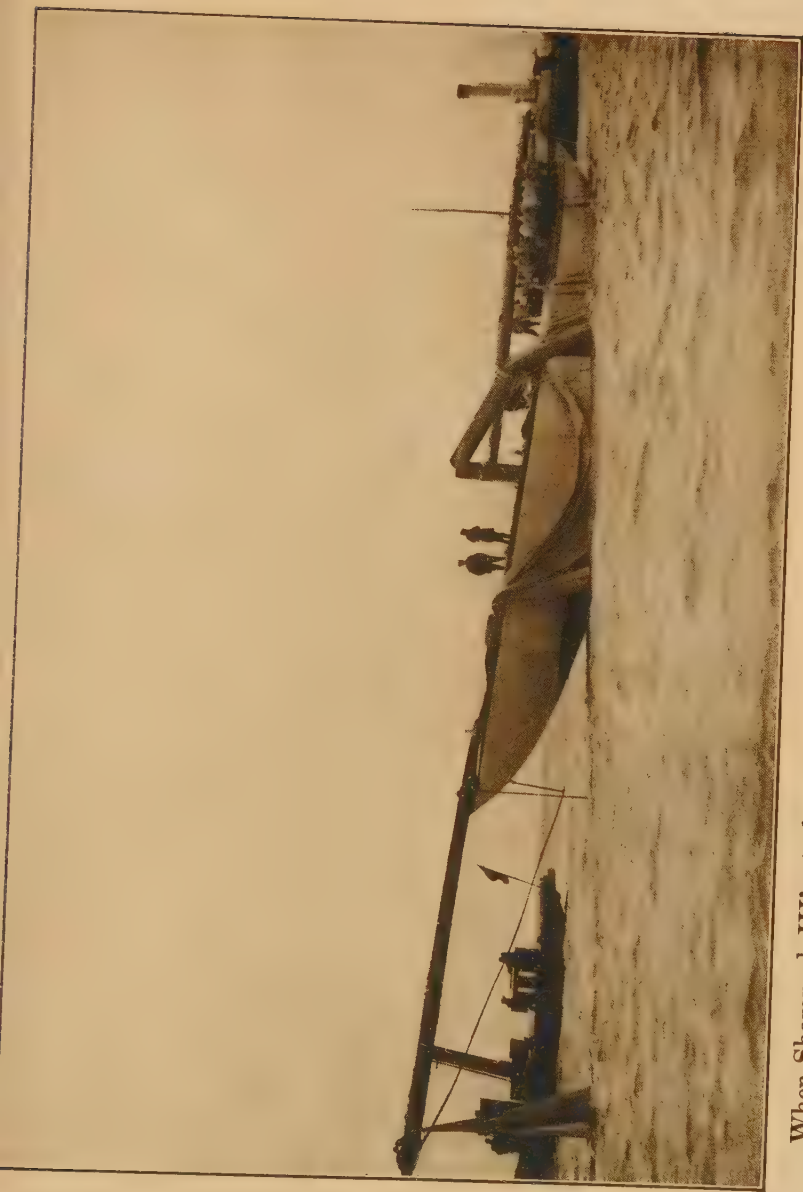
longing to Lipton left Gourock on May 28th and headed out across the Western Ocean. It consisted of the steam yacht *Erin*, towing *Shamrock III.*, and the ocean tug *Cruiser* with *Shamrock I.* in charge. The new challenger was rigged with a small cutter rig, short mast and bowsprit, two headsails, and a loose-footed trysail, while the older boat had the ketch rig under which she crossed in 1899. Each of the racing yachts had forty-one men aboard her, and with the crews of the *Erin* and the tug there was quite a party in Sir Thomas's pay.

The trip was made *via* the Azores, and the fleet arrived off Sandy Hook in good shape after a passage of 15 days and 23 hours. The racers immediately went to the Erie Basin to get their racing spars on end and to refit. This was the first time a challenger had ever had another yacht on this side of the water to race against in her tuning-up spins, and it was, of course, expected to be a great help to the new boat and to enable her crew to know when they had her at top form.

After arriving in this country the original agreement for the sailing of the races was amended by the addition of a number of clauses

governing possible contingencies that might arise, one of which was especially significant as showing the limits to which racing machines had gone and how far they had departed from the older types of able, weatherly and withal, fast racing yachts of the past. This was clause No. 3, which read as follows: "If in the opinion of the Regatta Committee the weather shall at the time appointed for the start of any race be, or threaten to be, of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two vessels, the race may be postponed in the discretion of the Regatta Committee, unless either contestant shall insist on its being started."

This was quite necessary, perhaps, in view of the enormous spread of canvas that was carried on one mast, but in its spirit it was enough to have called forth a protest from the shades of that great crew that had striven for the Cup in the past. What would old Commodore Stevens, James Gordon Bennett, of the old *Dauntless*, Commodore Douglas, Lieutenant Henn, or Sir Richard Sutton have thought of such a clause inserted in any agreement for an *America's Cup Race*?



When Shamrock III's steel mast buckled and went overboard during her tuning-up races.

Both boats were measured before the first race of August 20th by C. D. Mower, measurer of the New York Yacht Club. The racing length of *Reliance* was found to be 108.41, and that of *Shamrock III.* 104.37. *Reliance* had to allow *Shamrock III.* 1 minute and 57 seconds time over a thirty-mile course.

When the morning of August 20th finally dawned both boats were towed from their anchorage in the Horseshoe, back of Sandy Hook, to the starting line off the lightship. It was a calm morning with a light S.S.W. wind blowing with just enough force to make the tall racers move. As the big excursion fleet was keeping discreetly in the background under the watchful eye of a navy and revenue cutter patrol, the starting gun was fired punctually at 11 A. M., as per agreement, and the boats were sent off on a fifteen-mile windward leg.

Wringe, of *Shamrock III.*, with Captain Bevis of *Shamrock I.* at his side as second captain, judged the time more closely than his opponent, and was in a better position to cross first, which he promptly did. Only he undid his good work by tacking right on the line and killing his boat's headway. Barr crossed 33 seconds behind, but

he had his boat going fast and soon passed *Shamrock III*.

It was a long, slow beat to the outer mark in a falling wind, and it took *Reliance* 4 hours 35 minutes and 31 seconds to sail the fifteen miles. *Shamrock* was then far astern, and as she saw the race could not be finished in the time limit she gave up and did not even get to the mark. At 4.31 P. M. the race was declared off with *Reliance* still a long way from the finish. This race was absolutely no test of the comparative abilities of the boats except that it showed, what all Americans knew, that *Reliance* was fast in light airs and a good "drifter," with her immense club topsail sticking over 175 feet into the air to catch the zephyrs.

A day intervened and on August 22nd, the boats were at the line once more to do battle for the Cup that had been won fifty-two years before, to a day, for it was on August 22nd that the old *America* "trimmed" the British fleet in the race around the Isle of Wight. This day the prospects for a race were brighter, for a moderate southwest wind was coming across from the Jersey beach, and there was something of a sea on. The course was signalled to windward,

fifteen miles and return, and the starting gun on the Committee boat banged at 11:45 A. M.

Both boats crossed on the starboard tack with sheets flattened down hard, and Wringe again beat Barr to it, crossing four seconds in the lead, but with *Reliance* glued on his weather quarter.

Reliance made considerable fuss under her bows with the head sea, but *Shamrock* slipped along easily and seemed to pull ahead a bit. Barr finally tacked to get away from *Shamrock's* back wind, and stood toward the Jersey beach, sailing his boat a good rap full to drive her, while *Shamrock*, when she came about, seemed to be pinched a little.

When they came together on opposite tacks about an hour after the start, and it was possible to see their real positions, *Shamrock* found she could not cross the American boat's bow, and had to tack under her lee. There was smoother water under the beach and as the outer mark was neared the wind lightened, both of these things helping *Reliance*.

When they came about for the mark the last time both boats were on nearly even terms; but the wind hauled suddenly toward the west and put *Shamrock* to leeward. Both boats then had

to make several more tacks to fetch the mark, and of course *Shamrock* got the worst of it, and rounded 3 minutes 15 seconds behind the defender.

After turning *Shamrock's* crew handled her light sails in a slovenly manner, and eventually had to reset the balloonier on account of its having been sent up with a twist in it.

Reliance was now too far ahead to be caught on the run home, her "square acre" of canvas making her move at an 11-knot gait, and she slid across the line 8 minutes and 56 seconds ahead of Lipton's boat. When allowances were figured *Reliance* won by 7 minutes and 3 seconds, as the table shows:

NAME	START			OUTER MARK		
	H. M. S.			H. M. S.		
<i>Reliance</i>	11	45	21	1	54	50
<i>Shamrock III.</i>	11	45	17	1	58	05
			ELAPSED	CORRECTED		
NAME	FINISH	TIME		TIME		
		H. M. S.		H. M. S.		
<i>Reliance</i>	3 17 38	3	32 17	3	32	17
<i>Shamrock III.</i>	3 26 34	3	41 17	3	39	20

A Sunday and a week day intervened before

the next race, which was on August 25th and over a triangular course of ten miles to a leg.

A light south wind greeted the racers as they stuck their noses outside Sandy Hook, and the first leg of the course was in that direction. In the preliminary maneuvering Wringe seemed a little afraid of Barr and disinclined to come to close quarters, and the consequence was that when he found *Reliance* on his weather, he hung back and let the American boat go over first thirty-six seconds after the gun. He hung back too long, however, and did not cross until nineteen seconds after the two minute handicap, actually losing the nineteen seconds.

The wind freshened on the first leg and both boats sailed very evenly. When they rounded the first mark *Reliance* was only 2 minutes and 37 seconds ahead, 1 minute and 43 seconds of which she had at the start, so that *Shamrock* only lost 54 seconds on the 10-mile beat.

The second leg was a broad reach and toward the end of it both boats tried to carry spinnakers. The crew of the *Reliance* got their's drawing better and she pulled away slightly; but the wind backed again and the sails had to come in. *Reliance* gained on the leg, but only 1 minute and

20 seconds, largely due to the better handling of her sails.

On the last leg both boats had to trim in somewhat, as it was a fairly close reach. *Reliance* tried to carry a balloonier only to find she could not make it draw. As they neared the finish *Reliance* ran into a soft spot and *Shamrock*, still carrying a good breeze, closed up so fast that it seemed to the spectators as if she would save her time. On she came, hand over fist, only to drop into the same soft spot that had caught *Reliance*, and she lost out on corrected time by just 1 minute and 19 seconds. Nineteen seconds of this time she was handicapped by being late at the start, so that with a little better handling of light canvas and a better start she might have made a closer race.

The table of times is as follows:

NAME	START	FIRST	SECOND
		MARK	MARK
	H. M. S.	H. M. S.	H. M. S.
<i>Reliance</i>	11 00 36	12 20 34	1 17 43
<i>Shamrock III.</i>	11 02 00	12 23 11	1 21 40

NAME	FINISH	ELAPSED	CORRECTED
		TIME	TIME
<i>Reliance</i>	2 15 30	3 14 54	3 14 54
<i>Shamrock III.</i>	2 20 10	3 18 10	3 16 13



Reliance, the largest of all the defenders, spread an immense area of sail.

From August 25th to September 3rd, a period of nine days, many attempts were made to sail a race, but without a single one being finished. There was either not enough wind, too much, or else that arch enemy of yachtsmen, fog.

On August 27th a start was made in a light southeast air but the time limit expired after *Reliance* had beaten *Shamrock* 12 minutes 31 seconds to the outer mark.

On August 29th there was the rare condition of too much wind. It was blowing a moderately heavy breeze, though hardly a gale of wind, but it was accompanied by a heavy mist or fog that prevented any of the marks from being seen, so the race was postponed, as the Committee had the right to do in accordance with the amendment to the agreement just quoted. It is worthy of note that this was the first race for the Cup that had to be postponed by reason of too much wind. But it would have been foolhardy to have sailed under the conditions with two modern racing machines, one of which carried on her single mast as much sail as was spread by the Cup defenders *Puritan* and *Mayflower* combined.

After this postponement it was agreed to sail every day instead of every other day, until a race

was finished. Still the elements were obdurate. On August 31st a race was started but not finished. On September 1st and 2nd there was a flat calm and the boats were not even started.

Finally, September 3rd arrived, though as the yachts were towed wearily out to the starting line the day seemed to hold little of cheering prospect. There was almost no wind and the sky was gray and misty.

The Committee waited a long time, whistling for a wind. About 12.30 P. M. the breeze was coming in from the south and the preparatory signal was fired at 12.45, with the course signalled as a 15-mile beat to windward and return.

In the jockeying before the start Wringe again displayed his aversion to coming to close quarters with Barr, and the starting gun at one o'clock found both boats some distance from the line. Barr got over first with only four seconds of his two minute handicap left, while Wringe was again behind, and lost seven seconds on his handicap time.

It was a long, slow beat to the outer mark and *Reliance* kept eating out to windward in masterful style, dropping *Shamrock* on every tack. Barr sailed her beautifully in the light air and

again proved the assertion that it is the man who gets the most out of his boat in light breezes that wins. Any sailor can make a boat go in a breeze, but it is the master hand who makes her move in light weather.

At the weather mark *Shamrock III.* was 11 minutes and 7 seconds astern. After rounding in smart style *Shamrock's* crew got the jump on *Reliance* and beat her setting light canvas, getting up the big spinnaker and balloonier in less than two minutes, which is remarkably fast work.

After they turned the wind hauled two points to the eastward, and presently it rolled in a big fog bank with it, shutting out from view first one boat and then the other. Fog whistles on the excursion steamers were going mournfully, while down near the Committee boat the hoarse siren on the lightship boomed out its blasts to let the racers know where the finish line was.

On the yachts came, through the dripping fog, neither aware of the position of the other, and nothing was known of the two racers by anyone until the slatting of a huge sail was heard from the watching Committee boat, and *Reliance* loomed out of the mist as her crew

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were muzzling the big spinnaker. She had hit the line nearly on end, and crossed at 5:30:02 P. M. As she slipped over her crew broke out an immense American yacht ensign at her truck and another at each masthead spreader in token that it was all over. Then a line was passed to a waiting tug and she started back to the city.

After a long wait for the *Shamrock* some anxiety began to be felt for her, when the fog lifted enough to show the Irish boat well to the northeast of the lightship. She had got off her course in the fog, and had missed the lightship and its fog signal entirely. When she discovered her mistake she did not even come back and cross the line, as she knew it was then all over.

The summary of the time follows:

NAME	START			OUTER MARK		
	H.	M.	S.	H.	M.	S.
<i>Reliance</i>	1	01	56	3	40	39
<i>Shamrock III.</i>	1	02	00	3	51	46
NAME	ELAPSED		CORRECTED			
	FINISH	TIME	TIME	TIME	TIME	TIME
	H.	M.	S.	H.	M.	S.
<i>Reliance</i>	5	30	02	4	28	06
<i>Shamrock III.</i>	Did not finish.					



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Turning to windward in Reliance. "Charlie" Barr at the wheel and crew lying down to save windage.

Reliance thus won three out of the five races and the series of 1903 was over. Lipton had tried as no man had tried before to win the Cup, but had failed. Indeed he did not come as close to winning as he had in 1901, with the *Shamrock II.*, and in the three races and all the unfinished trials of 1903 his boat was never ahead at any single mark of the course, after crossing the starting line.

His failure to win was a keen disappointment, but he took it in good part. Many Americans were also sorry to see him lose, as they felt that it might be a good thing for international racing if the Cup went back to England for a time. We had held it so long, and had defended it so successfully, that it rather frightened prospective challengers away, and it was felt that it would be a long time before another race for it would be held in this country.

CHAPTER XV

EVENTS LEADING UP TO THE RACE OF 1914.

AFTER the race of 1903 and Sir Thomas Lipton's third failure to "lift" the Cup, ten years passed before a challenge that was satisfactory to the New York Yacht Club was accepted and terms agreed upon for a race in the year in which this is written, 1914. This was the longest period of inactivity in America's Cup racing since the first race for the trophy in this country in 1870.

During all these years not a single foreign yachtsman (save Lipton) came forward with even a prospective challenge, though there were rumors at various times that some English, Swedish, or German racing man was *contemplating* an assault on the Cup. Off and on during this period Sir Thomas was in communication with the New York Yacht Club, but nothing

actually came of the letter writing until 1913, as will be duly told.

Several things were responsible for this lack of interest in the America's Cup. It had been apparent for some time that the trend of these Cup contests as outlined in the last chapter was greatly narrowing their scope, and restricting competition to those who could afford to spend a good sized fortune on a very slim chance of success. In the last contest *Reliance* marked the extreme limit that had been achieved in the development of the racing machine (and possibly also the limit of that particular type of boat and rig), and, in general racing, there had been already a swing in the other direction toward a saner and more healthy type of yacht.

In 1903 the New York Yacht Club adopted a racing rule that sounded the death knell of the flat, light displacement, scow-like boats. This rule took into account displacement as well as length and sail area, and by putting a premium on the first named encouraged a sharper, fuller-bodied hull instead of the flat abortions that had grown up under the old rule. At a conference of most of the leading yacht clubs and racing associations of the East, held in 1905, this rule was

pretty generally adopted, until to-day it stands as the racing rule in force in this country; and, while it is generally called the "Universal Rule," it is only used in this country, England and the other European yachting countries having adopted a rule intended to bring about the same desired results, and known as the International Rule. Under these two rules a very fine type of racing craft has been produced,—able, seaworthy, safe and yet fast. Boats built under the rules were of some use other than for mere racing, and had a value as cruisers even when their racing days were over.

While the New York Yacht Club was racing in all of its regattas under this new rule of measurement and time allowance, it would never commit itself as to whether or not it would agree to race for the America's Cup under the same rule. As early as the winter of 1903, Sir Thomas sounded the Club on this point and definitely asked, on December 13th of that year, if the new rules just adopted would apply to the Cup races. The Club answered that that matter could only be decided when laid before the Club on receipt of a regular challenge; that the "mutual agreement" clause governed all rules of



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Setting a spinnaker on a Cup challenger.

measurement, etc., and that if no agreement could be reached as to these points between the New York Yacht Club and the challenging club, then the latter had a right to sail three races without time allowance, as provided in the Deed, as long as the challenging boat measured between 65 and 90 feet on the water (if she was a sloop), in which event there would be, of course, no restrictions on form or sail area, and *Reliance*, or a boat of her type (which they were trying to get away from in ordinary racing) would still be eligible. Though this attitude was equivocal, in that it did not say positively that it would *not* agree to race under the new rules, the New York Yacht Club has persisted in it ever since.

Lipton, as well as most other yachtsmen abroad and at home, believed that we should get away from boats of the *Reliance* type; and with this point unsettled no unconditional challenge was received, though Sir Thomas actually sent a conditional challenge in 1907.

There also seemed to be some sentiment in the holding club that Lipton had been given enough chances to race for the Cup, and the members, at least those guiding the club's Cup policy, were loath to make any concessions, if they may

be called that, to him. To put it in another way, they would have welcomed more heartily a challenge from another quarter.

Yet it must be remembered that in 1899 they had welcomed the Irish baronet when he was not only unknown in the yacht racing world, but was not even a representative English sportsman. He challenged after the unpleasant Dunraven incident, at a time when the New York Yacht Club needed a challenge badly, and he raced in a sportsmanlike manner. In the intervening years, by consistent racing in home waters, he had become the foremost big-boat racing yachtsman in Great Britain, and as such was entitled to the consideration that was due a sportsman of that standing.

Late in 1912, no other challenger being in sight, Lipton opened negotiations again, and intimated his readiness to challenge if any assurance could be had of racing with a boat of a certain size, and under the new rules. The Club still refusing to commit itself, he finally sent a definite challenge, naming a boat of 75-feet water line length, and stipulating that the New York Yacht Club meet him with a boat of not over that length. This the Club refused to do,

claiming for the sake of precedent, if nothing else, that it could not and would not waive its right to meet him with any sized boat it saw fit that was eligible under the Deed. After this challenge was turned down, Sir Thomas withdrew his qualifications and sent, in April, 1913, through the Royal Ulster Yacht Club, an unconditional challenge. The New York Yacht Club accepted this challenge, and in drawing up the conditions of the series by "mutual consent" agreed to race under the new measurement rules. It also decided to meet him with a 75-foot water line boat. Having maintained its position as to its "rights" in these matters the Club met Sir Thomas Lipton fairly on the points for which he had stood out.

Some of the correspondence on this point is interesting and is given here:—

Copy of cablegram from the secretary of the Royal Ulster Yacht Club:

CORMACK, Secretary, New York Yacht Club.

BELFAST, July 19, 1913.

Sir Thomas Lipton is pleased to note that you agree to the increased time limit. He assumes that the reference to your right to build a ninety-foot defender does not imply that this is the intention of your club, particu-

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larly in the face of Sir Thomas' offer of May 15 to build a ninety-foot challenger. A contest between yachts of unequal size would be wasteful and highly unsatisfactory. Sir Thomas understands and appreciates the grounds on which the New York Yacht Club desires to keep alive the right to defend with a yacht of greater length than a challenger, but he is convinced that a right so opposed to the best interests of this important international event will not be exercised by your club, and in this firm belief he has today authorized us to sign unconditionally the agreement which has been received, and looks forward with keen pleasure to a contest in September, 1914, between yachts that will be fairly matched. The conditions, duly signed by the committee, have been posted by steamer Carmania, sailing today (Saturday).

GARRETT.

Copy of letter to the secretary of the Royal Ulster Yacht Club:

NEW YORK YACHT CLUB,

NEW YORK, July 31, 1913.

Dear Sir:—I have already acknowledged by cable the receipt of your cable of July 19 and your letter of July 19 confirming the same and enclosing a copy of the conditions recently forwarded to you, as amended in relation to increase of time limit from five and a half to six hours.

I have been unable until now to make any other reply to these communications except the bare acknowledgment of their receipt, because of the difficulty of getting together the members of our committee, who are necessarily

scattered in different places at this time of the year.

I have, however, now submitted them to the committee and am instructed by them to reply as follows:—

You state that Sir Thomas Lipton has authorized your committee to sign unconditionally the agreement heretofore forwarded to you, but you say at the same time in substance that Sir Thomas Lipton assumes that it is not the intention of our club to build a ninety-foot vessel, and that while he understands and appreciates the grounds on which our club desires to keep alive the right to defend with a yacht of greater length than the challenger, he is convinced that this right will not be exercised by our club, and that it is in this firm belief that he has given you the authority referred to to sign the agreement.

We regret that we feel it quite impossible for us to accept an agreement tendered to us under such circumstances.

The agreement expressed in the conditions forwarded to you constitutes the mutual agreement referred to in the deed of gift which the challenging and the defending club are authorized to enter into. Such an agreement is the act of the two clubs and not of the person who happens to be the owner of the challenging or the defending vessel.

If there is any one thing which we have endeavored to make plain in the correspondence which we have had the honor to conduct with you and in certain other negotiations which we have had with Sir Thomas Lipton in the past, it is that we could not accede to the proposition that the challenging club could in any manner, directly or indirectly, be conceded the right to determine the power or

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size of the defending vessel so long as she came within the extreme limits set forth in the deed of gift.

You requested us to accept a challenge conditioned upon the defending vessel not to exceed seventy-five feet on the water line. This challenge, for the reasons given, we found ourselves obliged to decline.

You then expressed your willingness to withdraw the condition if we would agree to an interpretation of the deed of gift which you suggested; that the mere fact of naming a seventy-five foot length for the challenger *ipso facto* prescribed the same length as the limit for the defender. This we also found ourselves unable to accept.

You then withdrew all stipulations as to the size of the yacht which should defend the Cup and forwarded a new challenge which contained no conditions upon this subject.

After some correspondence concerning certain details of this last challenge we accepted with the stipulation that "such acceptance not to be effective until all the conditions governing the match shall have been agreed upon, reduced to writing and signed by both clubs, as on former occasions." (See our cables of May 17 and 19, the terms of which were accepted in your cable of May 21.)

We then forwarded you the conditions governing the match, constituting the mutual agreement between the two clubs, for your approval and signature, the last article of which was as follows:—

"All the agreements and understandings between the two clubs are set forth in the foregoing enumeration of conditions," an article which was inserted because of the manifest importance of having all the conditions govern-



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On the way to an America's Cup race. Columbia towing down the bay amid the fleet of excursion steamers, yachts and tug boats.

EVENTS LEADING TO RACE 321

ing so important an event clearly set forth and expressed and not exposed to the uncertainties of implication concerning which minds might differ.

We do not quite understand where your last cable now leaves the matter. You say that you are authorized by Sir Thomas Lipton to sign unconditionally the agreement, one of the fundamental provisions of which states that it embraces the whole understanding of the parties and excludes all assumption or implication, and at the same time you tell us that Sir Thomas Lipton, in authorizing you to sign it, has done so upon the assumption and with the firm belief that this club will, as a matter of fact, meet the challenger with a vessel of equal length—or, in other words, upon the assumption and with the firm belief that this club will now accept that very limitation upon its freedom of action to which it has from the beginning declined to subject itself.

We are naturally anxious to remove all possibility of misunderstanding between our two clubs as to the nature and terms of the match arranged, and to this end we feel ourselves compelled to say that we can accept the signed conditions which you have returned to us only with the distinct understanding, as therein stated, that as signed they embody "all the agreements and understandings between the two clubs."

I have the honor to be, dear sir, very faithfully,

G. A. CORMACK.

Secretary of Committee on Challenge for America's Cup.

Copy of cablegram from the secretary of the Royal

322 THE "AMERICA'S" CUP RACES

Ulster Yacht Club in response to the letter sent by Mr. Cormack:—

BELFAST, 12th August, 1913.

CORMACK, NEW YORK YACHT CLUB, NEW YORK:

Your letter of 31st ult. received. We are sorry our cable of July 19 has given rise to misunderstanding.

The conditions proposed by your club were accepted and signed by the Royal Ulster Yacht Club with a full appreciation of clause you now emphasize, namely, "all the agreements and understandings between the two clubs are set forth in the foregoing enumeration of conditions."

GARRETT.

So the long debated matter was finally settled and we are at last to see a race once more between boats of a sensible size and type—boats in harmony with the existing spirit of yacht development and racing, and ones that can be built and run without the necessity of any half-million dollar syndicates. They are to be boats that will be of use for something after America's Cup racing is over, and will not have to lie idle for eleven years, propped up on shore, only to be finally broken up by the junk-man, as was the last defender, *Reliance*.

The conditions agreed upon call for a series of three races out of five, alternating windward and leeward and triangular of thirty miles in

length, outside of Sandy Hook, with a time limit of six hours. The dates selected are September 10th, 12th, 15th, and on Thursdays, Saturdays, and Tuesdays thereafter (if necessary) until completed.

In selecting a designer for his fourth attempt to capture the Cup, Sir Thomas Lipton has gone to C. E. Nicholson, probably the foremost, or perhaps more correctly, most successful, designer of racing yachts in England, though he has had no experience in an America's Cup race. Great secrecy is being maintained regarding the designs of the boats, both in England and here, and almost nothing is known about the *Shamrock IV.*, as the challenger will be called, except that she will not be over 75 feet long on the water line. In all probability she will follow very closely the modern type evolved under our rule. With no previous experience in our measurement rule it is not likely that Nicholson will take many liberties with it.

On this side of the water three boats are being built to defend the Cup, each from the board of a different designer. Following the acceptance of the challenge a syndicate, of which Cornelius Vanderbilt was the leading member, was formed

in the New York Yacht Club, and went to Herreshoff for their boat. The name of the boat which has just been announced as this is written, is *Resolute*. It is expected that she will be ready for launching by May first.

The second boat is being built by Alexander S. Cochran, formerly the owner of the schooner *Westward*, which raced so successfully in English waters in 1910. This boat has been designed by William Gardner, a New York naval architect with long experience both in the designing and construction of racing yachts. Some of the best known American yachts are from his board, such as the schooner *Atlantic*, which won the German Emperor's Cup in the ocean race of 1905, establishing a new record for a trans-Atlantic sailing passage; the *Irondequoit*, *Liris*, *Medora*, and many other boats that have made enviable records for themselves. This yacht is being built at George Lawley & Son's, East Boston, and is expected to be launched early in May. Her name has not yet (March) been announced.

The third boat is for another syndicate headed by Mr. George M. Pynchon, owner of the 65-footer *Istalena*, which he raced so successfully for a number of years, and E. Walter Clark

of Philadelphia, owner of the schooner *Irolita*, formerly the *Queen*. She is being turned out by a Boston designer, George Owen, and is building at Bath, Maine, by the Bath Iron Works. George Owen is probably the best known of the Boston naval architects, and has done a lot toward developing the type of racing boat that has grown up under the Universal rule of measurement. His first *Dorello* was a wonderful boat, which brought her designer into national prominence, and since then his *Dorello II.*, many successful Class "P" boats, and others have stamped him as one of the foremost of the younger generation of naval architects. He has, so far, not had any experience in a large racing sloop, such as a 75-footer; the largest racing boat of that rig that he has yet designed being *Dorello II.*, 48 feet on the water line and 73 feet overall. This new boat has been named *Defiance*.

While nothing is known as yet concerning the exact dimensions of these boats or their sail area, it is probable that they, also, will follow the existing type of racing boat developed under our rule, and will not be wide departures from existing practice.

It will thus be seen that with the exception

of Herreshoff none of the four designers who is building a boat for this year's race has had any previous experience in an America's Cup contest. Yet it is generally conceded that among the American boats the racing will be extremely close, and any one of them has a good chance of being selected for the honor of meeting *Shamrock IV*. The boats will be raced throughout the summer, about 35 races being already scheduled. The actual trial races will be held off Newport, between August 15th and 22nd, but it is probable that the results of the whole season's racing will be taken into account in choosing the defender.

What the chances are of success it is yet too early to predict with any degree of assurance. It is extremely likely, however, that the result will not be much different from the races of the past. It must be remembered that Nicholson is building for the first time under our rule, and will be up against designers who have had nine or ten years' experience with it. In addition to this handicap there is the fact that three boats are being built from different designers in this country, from which the fastest can be picked, making his task a still more difficult one.

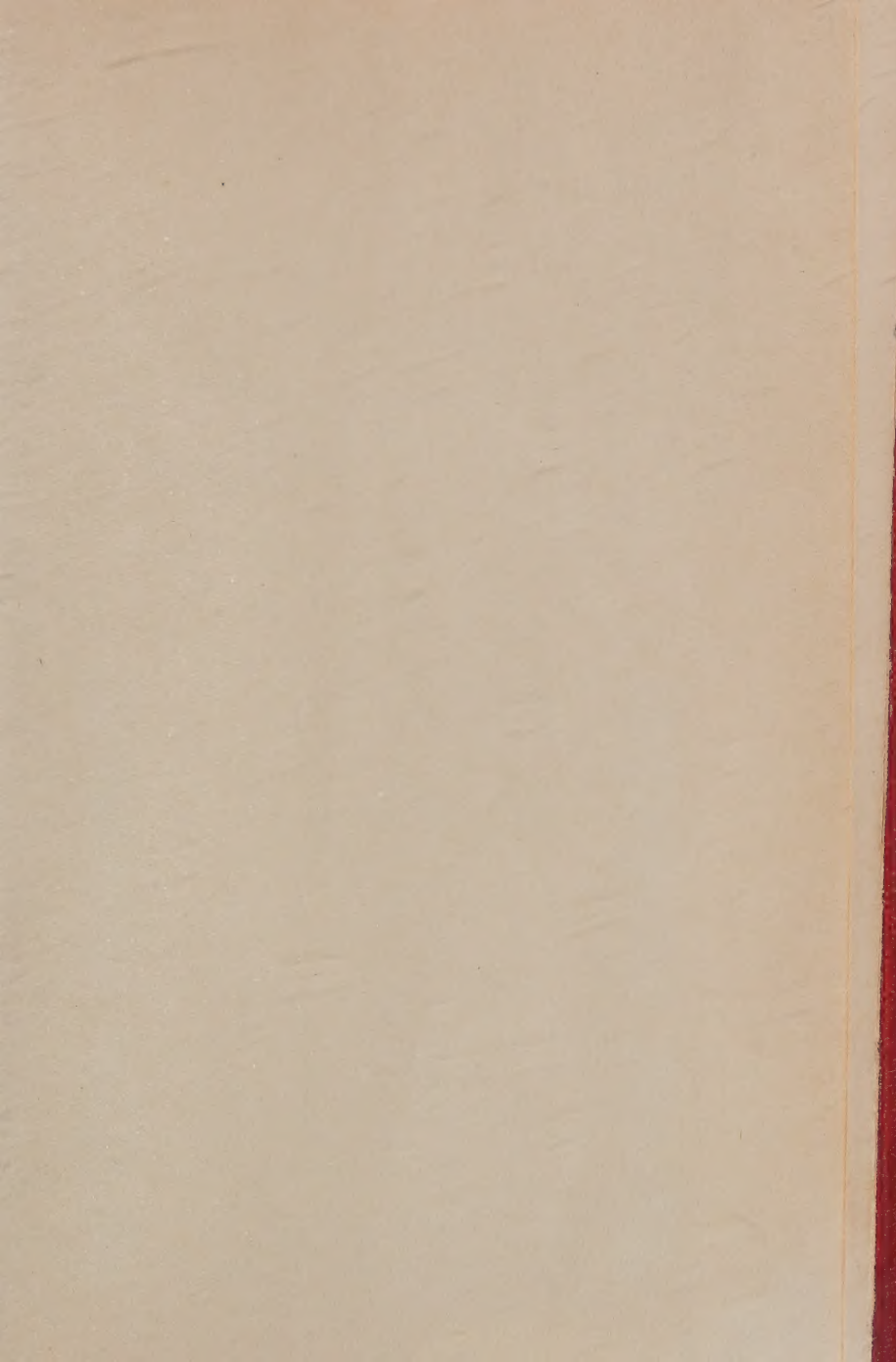
However, *Shamrock IV*. only has to meet *one* of the boats, and if challenger and defender are evenly matched, handling, luck and weather will play an important part in deciding the outcome. Whatever the result, may the best boat win.

THE END

THE AMERICA'S CUP RACES.

Date.	Name.	Ton- nage.	Course.	Allows.	Elapsed Time.	Corrected Time.	Wins by
Aug. 22, 1851	AMERICA	170.	From Cowes around Isle of Wight {	M. S.	H. M. S.	H. M. S.	M. S.
Aug. 8, 1870	AURORA	47.	(AURORA Second).	—	10:37:00	10:37:00	18:00
Oct. 16, 1871	MAGIC	97.2	N. Y. Y. C. Course (CAMBRIA {	—	10:55:00	10:55:00	39:12
Oct. 13, 1871	CAMBRIA	227.6	Tenth).	—	4:07:54	3:58:46	39:12
Oct. 19, 1871	COLUMBIA	220.	N. Y. Y. C. Course.	—	4:34:57	4:37:38	27:04
Oct. 21, 1871	LIVONIA	280.	20 Miles to windward off Sandy {	—	6:17:42	6:19:41	10:33¾
Oct. 23, 1871	LIVONIA	280.	Hook Lightship and return.	—	6:13:00	6:46:45	15:10
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	* 3:01:33½	3:07:41½	33:21
Aug. 12, 1876	LIVONIA	280.	Hook Lightship and return.	—	3:06:49½	3:18:15½	25:27
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	3:53:05	4:02:25	10:59
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:12:38	4:17:35	27:14
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:33:24	5:36:02	16:19
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	6:04:38	6:09:23	12:02
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:38:05	4:46:17	29:09
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:04:41	5:11:44	19:23¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:24:55	5:23:54	11:48¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:34:53	5:34:53	5:54:45
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	7:19:47	7:18:46	28:20¼
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	7:46:00	7:46:00	38:54
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:17:09	4:17:09	16:19
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:48:24½	4:45:29¼	1:38
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:54:53	4:54:53	12:02
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:36:52	5:33:47	29:09
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	6:06:05	6:06:05	19:23¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	6:22:52	6:22:52	11:48¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:03:14	5:03:14	5:54:45
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:05:20	5:04:52	28:20¼
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:26:41	5:26:41	38:54
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:39:21	5:38:43	16:19
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	6:49:00	6:49:00	1:38
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	7:18:48	7:18:09	12:02
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	4:53:18	4:53:18	29:09
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:12:46¾	5:12:41¾	19:23¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:42:56¾	5:42:56¾	11:48¾
Aug. 11, 1876	LIVONIA	280.	Hook Lightship and return.	—	5:54:51	5:54:45	5:54:45

* The length of this course has been questioned.





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The "America's" Cup
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